NACOmatic

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Y50

Y51

394

373

ENW

ETB EZS

FLD

GRB

GTG

HXF

HYR

ISW

JVL

LNL LNR 145

395

338

105

114

113

124

126

400

129 169

173



INSTRUMENT APPROACH PROCEDURE CHARTS

$oldsymbol{\Lambda}$ IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

VOR-A

NAME ALTERNATE MINIMUMS ALTON/ST.LOUIS, IL ST. LOUIS RGNL ILS or LOC Rwy 291 LOC BC Rwy 111 NDB Rwv 17² RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 29 RNAV (GPS) Rwy 35

NA when local weather not available

¹NA when control tower closed.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 900-23/4.

ANTIGO, WI

22 OCT 2009 to 19 NOV 2009

LANGLADE COUNTY NDB Rwy 161 RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34

NA when local weather not available.

¹Category C, 800-21/4; Category D, 800-21/2.

APPLETON, WI

OUTAGAMIE COUNTY

RGNLILS or LOC Rwy 312 ILS Rwv 2913 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 212

VOR/DME Rwy 21² ¹NA when control tower closed.

²NA when local weather not available.

3LOC, NA.

ASHLAND, WI

JOHN F. KENNEDY

MEMORIAL RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 31 VOR Rwy 21

VOR Rwy 31 NA when local weather not available.

¹Category C, 800-21/4; Category D, 800-21/2.

NAME

ALTERNATE MINIMUMS BARABOO, WI

BARABOO

WISCONSIN DELLS RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19 VOR-A

NA when local weather not available.

BELLEVILLE, IL

SCOTT AFB/

MIDAMERICA ILS or LOC/DME Rwy 14L1 ILS or LOC Rwy 14R12

ILS Rwy 32L²³

ILS or LOC Rwy 32R1

1LS, Category C, 700-2; Category D, 800-21/2; Category E, 800-23/4. LOC, Category D, 800-21/2; Category E, 800-23/4.

²NA when control tower closed.

3ILS, Category D, 800-21/4; Category E, 800-23/4. LOC, Category E, 800-23/4.

BLOOMINGTON. IL

CENTRAL IL RGNL ARPT AT

BLOOMINGTON-NORMALILS or LOC Rwy 2012 ILS or LOC Rwy 291 ILS or LOC/DME Rwy 212

LOC BC Rwy 11 RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 29

NA when local weather not available.

¹ILS, Category D, 700-2.

²NA when control tower closed

BOSCOBEL.WI

BOSCOBEL RNAV (GPS) Rwy 71 RNAV (GPS) Rwv 251 VOR/DME Rwy 25²

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 1000-23/4.

²Categories A,B,1000-2; Category C, 1000-23/4.





NAME	ALTERNATE MINIMUMS							
BURLINGTON, WI								
	D1141/(0D0) D							

BURLINGTON MUNI RNAV (GPS) Rwy 29 VOR Rwy 291

NA when local weather not available.

¹Category D, 800-21/4.

CAHOKIA/ST. LOUIS. IL

ST LOUIS DOWNTOWNILS or LOC Rwy 30L123 RNAV (GPS) Rwy 12R34

¹NA when control tower closed.

2ILS. Category D. 700-2.

³NA when local weather not available

4Category D. 800-21/4.

CARBONDALE-MURPHYSBORO.IL

SOUTHERN ILLINOIS ILS Rwv 18L NDB or GPS Rwy 18L

NA when control tower closed

CHAMPAIGN-URBANA, IL

UNIVERSITY OF ILLINOIS-WILLARDILS or LOC Rwv 32R12 LOC BC Rwv 14L1 RADAR-11 RNAV (GPS) Rwy 42

RNAV (GPS) Rwv 32R2 VOR Rwv 4² VOR/DME Rwv 14L2

¹NA when control tower closed. ²NA when local weather not available.

CHICAGO, IL

CHICAGO O'HARE INTL ... ILS or LOC Rwv 9L ILS or LOC Rwy 9R ILS,LOC,Categories A, B, 1100-2; Categories C. D. 1100-3.

LANSING MUNI RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 RNAV (GPS) Rwy 36

NA when local weather not available.

CHICAGO(WEST CHICAGO), IL

DUPAGE RNAV (GPS) Rwy 20R NA when local weather not available.

CHICAGO/AURORA,IL

AURORA MUNI ILS or LOC Rwy 91 ILS or LOC Rwy 3312 RNAV (GPS) Rwy 91 RNAV (GPS) Rwv 332

¹NA when control tower closed

²NA when local weather not available.

³ILS, Categories A,B,C,D, 700-2.

ALTERNATE MINIMUMS NAME

CHICAGO/PROSPECT HEIGHTS/ WHEELING.IL

CHICAGO EXECUTIVE ILS or LOC Rwy 16 RNAV (GPS) Rwv 16

NA when local weather not available.

CHICAGO/ROMEOVILLE. IL

LEWIS UNIVERSITY RNAV (GPS) Rwy 2 RNAV (GPS) Rwv 9 RNAV (GPS) Rwv 20 RNAV (GPS) Rwy 27 VOR Rwv 9

NA when local weather not available.

Category D. 800-21/2.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL ILS Rwy 23 NA when control tower closed.

CLINTONVILLE, WI

CLINTONVILLE MUNI RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 32

NA when local weather not available.

DANVILLE. IL

VERMILION RGNLILS or LOC Rwv 21 RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 34 VOR/DME Rwy 3 VOR Rwv 21

NA when local weather not available.

DE KALB. IL

DE KALB TAYLOR MUNI .. ILS or LOC Rwy 21 RNAV (GPS) Rwv 2 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 27

NA when local weather not available.

¹Categories C,D, 700-2.

DECATUR, IL

DECATURILS Rwy 61 LOC BC Rwy 241 RNAV (GPS) Rwv 62 RNAV (GPS) Rwy 182 RNAV (GPS) Rwy 242 RNAV (GPS) Rwy 362 VOR Rwy 361

¹NA when control tower closed

²NA when local weather not available

NA when local weather not available.





NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
EAGLE RIVER, WI		HAYWARD, WI	
EAGLE RIVER UNIO	ON NDB Rwy 221 RNAV (GPS) Rwy 4		RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 22	NA when local weath	
NA when local weat		Category C, 800-21/4	; Category D, 1000-3.
¹ Category C, 800-2	1/4, Category D, 800-21/2.		
EALLOL AIDE 14/1		JACKSONVILLE, II	
EAU CLAIRE, WI		JACKSONVILLE MUI	NI RNAV (GPS) Rwy 4
CHIPPEWA VALLEY			RNAV (GPS) Rwy 13
RGNL	ILS or LOC Rwy 22 ¹²		RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 22 ¹²		RNAV (GPS) Rwy 31
10	VOR-A ²³		VOR Rwy 13
¹Category D, 800-2		NA when local weath	ner not available.
² NA when local wea		JANESVILLE, WI	
	00-2; Category C, 900-2½;		NOIN
Category D, 1000-	-3.	SOUTHERN WISCO	
EFFINGHAM, IL		RGNL	ILS or LOC Rwy 4 ¹ ILS or LOC Rwy 32 ²³
EFFINGHAM COUN	TV	NA when control tow	
	VOR or GPS Rwy 1	¹ ILS,Category D, 70	
Category D, 800-21			es A,B, 1100-2; Categories
Category D, 000-27	/4.	C,D, 1100-3.	es A,b, 1100-2, Categories
FAIRFIELD, IL		³ NA when local weat	her not available
	RNAV (GPS) Rwy 9	TWY WHOTH TOOLS WOULD	nor not available.
NA when local weat		JUNEAU, WI	
TWY WHOTH TOOK! WOO!	inor not available.		LOC Rwy 26
FLORA, IL		20202 000	NDB Rwy 2
FLORA MUNI	RNAV (GPS) Rwy 3		NDB Rwy 20
	RNAV (GPS) Rwy 21		RNAV (GPS) Rwy 2
NA when local weat			RNAV (GPS) Rwy 8
			RANV (GPS) Rwy 20
FOND DU LAC, WI			RNAV (GPS) Rwy 26
FOND DU LAC		NA when local weath	ner not available.
	RNAV (GPS) Rwy 36		
NA when local weat	ther not available.	KANKAKEE,IL	
		GREATER KANKAKE	E RNAV (GPS) Rwy 4
FREEPORT, IL			RNAV (GPS) Rwy 16
ALBERTUS	RNAV (GPS) Rwy 6		RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 24		RNAV (GPS) Rwy 34
	VOR Rwy 24		VOR Rwy 4
NA when local weat	ther not available.		VOR Rwy 22
ODEENIDAY WI		NA when local weath	ner not available.
GREEN BAY, WI	INT. U.S. JOSE	KENOSHA WI	
AUSTIN STRAUBEL	INTL ILS or LOC Rwy 6 LOC BC Rwy 24	KENOSHA, WI	ILS or LOC Rwy 7L1
	RADAR-1	KENOSHA RGNL	
NA when control to			RNAV (GPS) Rwy 7L RNAV (GPS) Rwy 15
INA WHEN CONTROL TO	wei cioseu.		RNAV (GPS) RWy 15 RNAV (GPS) Rwy 25R
HARRISBURG, IL			RNAV (GPS) RWy 25R
	EIGH RNAV (GPS) Rwy 6		VOR Rwy 15
I II ANNODONO-NALI	RNAV (GPS) Rwy 24		VOR Rwy 25R
NA when lead weet	ther not evallable	NA when local weath	

NA when local weather not available. ¹NA when control tower closed.





09295 NAME ALTERNATE MINIMUMS

LA CROSSE, WI

LA CROSSE MUNI ILS or LOC Rwy 1814 NDB Rwv 18³⁵

> RNAV (GPS) Rwy 323 RNAV (GPS) Rwy 1334 RNAV (GPS) Rwy 1834

RNAV (GPS) Rwv 2135

RNAV (GPS) Rwv 3136 RNAV (GPS) Rwv 3634 VOR Rwy 13³⁴ VOR Rwy 3614 ¹NA when control tower closed.

²Categories A,B, 1100-2; Category C, 1100-3; Category D. 1200-3. ³NA when local weather not available. ⁴Category C, 800-21/4; Category D, 1200-3.

⁵Categories A,B, 1200-2; Categories C,D, 1200-3.

⁶Categories A,B, 1000-2; Category C, 1000-3;

LAND O'LAKES, WI

Category D, 1200-3.

KING'S LAND O'LAKES RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available.

22 OCT 2009 to 19 NOV 2009

LAWRENCEVILLE. IL LAWRENCEVILLE-VINCENNES

INTL VOR Rwy 36 Category D, 800-21/4.

LINCOLN. IL LOGAN COUNTY NDB Rwy 211 RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 21

VOR Rwy 3

NA when local weather not available. ¹Category C, 800-21/4, Category D, 800-21/2.

LITCHFIELD, IL LITCHFIELD MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwv 36 NA when local weather not available.

LONE ROCK, WI

TRI-COUNTY RGNL RNAV (GPS) Rwy 91 RNAV (GPS) Rwy 271

VOR-A2 NA when local weather not available.

¹Categories A,B, 900-2; Category C, 900-21/4. ²Categories A,B, 1000-2; Category C 1000-23/4.

MACOMB, IL

MACOMB MUNI LOC Rwy 271 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 VOR/DME-A

NA when local weather not available.

NAME

MADISON, WI

DANE COUNTY RGNL-TRUAX FIELDILS or LOC Rwv 211

ILS or LOC/DME Rwy 1812 ILS or LOC/DME Rwy 3612

RADAR-113

VOR/DME or TACAN Rwv 143 VOR/DME or TACAN Rwv 183 VOR/DME or TACAN Rwv 324

VOR Rwy 215

VOR Rwy 17

NDB Rwy 20

VOR Rwy 2

VOR Rwy 20²

NDB Rwy 161

VOR/DME Rwv 351

ALTERNATE MINIMUMS

¹NA when control tower closed. 2ILS, LOC, Category E, 900-3.

3Category E, 800-23/4. 4Category E, 800-3.

5Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-234.

MANITOWOC, WI MANITOWOC COUNTY ... ILS or LOC Rwy 171

RNAV (GPS) Rwy 171 RNAV (GPS) Rwy 351

Category D, 800-21/2. ¹NA when local weather not available.

MARION, IL

WILLIAMSON COUNTY RGNLILS or LOC Rwy 201

RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20

NA when local weather not available. ¹NA when control tower closed.

²Category C, 800-21/4; Category D, 800-21/2.

MARSHFIELD. WI MARSHFIELD MUNI NDB or GPS Rwy 41

RNAV (GPS) Rwv 162 RNAV (GPS) Rwy 342 ¹NA except for operators with approved

weather reporting service. ²NA when local weather not available.

MATTOON/CHARLESTON, IL COLES COUNTY

MEMORIAL RNAV (GPS) Rwy 29

NA when local weather not available.

MEDFORD, WI

TAYLOR COUNTY RNAV (GPS) Rwy 27 NA when local weather not available.



ALTERNATE MINS

NA when local weather not available.

A

ALTERNATE WINS	4
NAME ALTERNATE MINIMUMS MENOMONIE, WI MENOMONIE MUNI-SCORE	NAME ALTERNATE MINIMUMS OSCEOLA, WI L O SIMENSTAD MUNI RNAV (GPS) Rwy 28
FIELDRNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 VOR/DME Rwy 27	NA when local weather not available. OSHKOSH. WI
NA when local weather not available.	WITTMAN RGNLILS or LOC Rwy 361 LOC/DME BC Rwy 181
MERRILL, WI MERRILL MUNIRNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25	RNAV (GPS) Rẃy 9² RNAV (GPS) Rwy 18² RNAV (GPS) Rwy 27²
NA when local weather not available. MILWAUKEE, WI	RNAV (GPS) RWY 361 VOR Rwy 92
LAWRENCE J. TIMMERMAN LOC Rwy 15L VOR or GPS Rwy 4L VOR or GPS Rwy 15L NA when control tower closed.	VOR Rwy 18 ²³ ¹ NA when control tower closed. ² NA when local weather not available. ³ Category D, 800-2½.
	PARIS, IL
MOLINE, IL QUAD-CITY INTLILS or LOC Rwy 91 ILS or LOC Rwy 27123 RNAV (GPS) Rwy 133	EDGAR COUNTY RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 NA when local weather not available.
RNAV (GPS) Rwy 31 ³ ¹ NA when control tower closed. ² ILS, Category D, 700-2.	PEORIA, IL GREATER PEORIA RGNLILS or LOC Rwy 4
³NA when local weather not available. MONROE, WI MONROE MUNI	ILS or LOC Rwy 31 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31 VOR or TACAN Rwy 31 NA when local weather not available.
MORRIS, IL MORRIS MUNI-JAMES R WASHBURN FIELD RNAV (GPS) Rwy 36 NA when local weather not available.	PERU, IL ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD
MOSINEE, WI CENTRAL WISCONSIN ILS or LOC Rwy 81	PHILLIPS, WI
ILS or LOC Rwy 35 NA when control tower closed. 1NA when local weather not available.	PRICE COUNTY RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19 NA when local weather not available.
MOUNT VERNON, IL MOUNT VERNON ILS Rwy 23 ¹² RNAV (GPS) Rwy 5 ³ RNAV (GPS) Rwy 23 ³ ¹ NA between 2000-0630 local time. ² ILS, Category D, 700-2.	PLATTEVILLE, WI PLATTEVILLE MUNI
³ NA when local weather not available.	PONTIAC, IL
NEW RICHMOND, WI NEW RICHMOND RGNL . RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32	PONTIAC, IL PONTIAC MUNIRNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24 VOR Rwy 24

NA when local weather not available.

ALTERNATE MINIMUMS

ILS or LOC Rwy 2212

RNAV (GPS) Rwy 4

RNAV (GPS) Rwv 13 RNAV (GPS) Rwy 22

RNAV (GPS) Rwv 31

RNAV (GPS) Rwv 7

RNAV (GPS) Rwy 25

RNAV (GPS) Rwy 211

VOR/DME Rwv 31

VOR/DME Rwy 211

VOR or GPS Rwy 30

RNAV (GPS) Rwy 20

RNAV (GPS) Rwy 18

RNAV (GPS) Rwv 36

RNAV (GPS) Rwv 27

VOR/DME Rwy 22

RADAR-123

NAME

09295

QUINCY, IL

QUINCY RGNL-



ALTERNATE MINS ALTERNATE MINIMUMS NAME

PRAIRIE DU CHIEN. WI

PRAIRIE DU CHIEN MUNI .. VOR/DME Rwv 29 Category A/B 1000-2, Category C/D 1200-3,

BALDWIN FIELD RNAV (GPS) Rwv 4 RNAV (GPS) Rwv 13

RNAV (GPS) Rwv 18 RNAV (GPS) Rwy 22

RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36 VOR Rwv 4 VOR/DME Rwv 22

NA when local weather not available.

RANTOUL. IL RANTOUL NATL AVN CNTR/ FRANK ELLIOTT FLD RNAV (GPS) Rwv 9

RNAV (GPS) Rwy 27 NA when local weather not available. RICE LAKE, WI

RICE LAKE REGIONAL-CARL'S FIELDILS or LOC Rwy 11 RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19 VOR Rwy 1 VOR/DME Rwy 19 NA when local weather not available. ¹ILS, Category D, 700-2.

SHEBOYGAN, WI SHEBOYGAN COUNTY MEMORIAL RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 13 RNAV (GPS) Rwv 21 RNAV (GPS) Rwv 31 VOR Rwy 31

NA when local weather not available. ¹Category C. 900-21/2: Category D. 900-23/4. SPARTA, IL SPARTA COMMUNITY-

HUNTER FIELD RNAV (GPS) Rwy 36 NA when local weather not available

VOR Rwy 21

CAPITALILS or LOC Rwv 412

SPRINGFIELD.IL

ABRAHAM LINCOLN

NA when local weather n ot available.

¹ILS. Category D. 700-2. ²NA when control tower closed. 3Category E. 800-234.

STERLING-ROCKFALLS, IL WHITESIDE CO-JOS H BITTORF FIELD NDB Rwv 7

NA when local weather not available.

STEVENS POINT, WI STEVENS POINT MUNI RNAV (GPS) Rwy 31

Category D, 800-21/4. ¹NA when local weather not available.

STURGEON BAY, WI DOOR COUNTY CHERRYLAND RNAV (GPS) Rwy 2

NA when local weather not available. TAYLORVILLE, IL

TAYLORVILLE MUNI NDB Rwy 18 NA when local weather not available.

TOMAHAWK, WI TOMAHAWK RGNL RNAV (GPS) Rwy 9

NA when local weather not available.

WATERTOWN, WI WATERTOWN MUNI RNAV (GPS) Rwy 512

RNAV (GPS) Rwv 1113 RNAV (GPS) Rwy 2312 RNAV (GPS) Rwy 2912

VOR/DME Rwy 292 ¹NA when local weather not available. ²Category D, 900-3. 3Categories A, B, 900-2; Category C, 900-21/4;





NAME ALTERNATE MINIMUMS

WAUKESHA, WI

WAUKESHA COUNTY ILS or LOC Rwy 1012 RNAV (GPS) Rwy 1013 RNAV (GPS) Rwy 2813

VOR-A¹³

¹NA when local weather not available.

2ILS, Category C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4.

3Category D, 800-21/4.

WAUPACA, WI

WAUPACA MUNI RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28

NA when local weather not available.

WAUSAU, WI

WAUSAU DOWNTOWN ... RNAV (GPS) Rwy 12 NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

HAMPAIGN/URBANA, IL Amdt. 6A, OCT 28, 2002 (FAA)

ELEV 754

NIVERSITY OF ILLINOIS-WILLARD

ADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 A HAT/

HAT/ DA/ HATh/ DA/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS SR 14L ABC **1100**-1 346 (400-1) D 1100-11/4 346 (400-11/4) ABC 1100/24 351 (400-1/2) D 32R **1100**/50 351 (400-1)**IRCLING** Α 1160-1 406 (500-1) В **1220**-1 466 (500-1)C **1220**-1½ 466 (500-1½) D **1320**-2 566 (600-2)

hen control tower closed. ASR not authorized.

ategory D S-32R visibility increased to RVR 6000 for inoperative MALSR.

HICAGO/ROCKFORD. IL Amdt. 10A. DEC 21.2006 (FAA) HICAGO/ ROCKFORD INTL

ELEV 742

ADAR - 121 0 327 0

				HAT/				HAT/	
			DA/	HAT	1/		DA/	HATh/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
SR	1	AB	1160 /24	431	$(500-\frac{1}{2})$	С	1160 /40	431	$(500-\frac{3}{4})$
		D	1160 /50	431	(500-1)				
	7	AB	1180 /24	438	$(500-\frac{1}{2})$	С	1180 /40	438	$(500-\frac{3}{4})$
		D	1180 /50	438	(500-1)				
	25	AB	1220 -1	485	(500-1)	С	1220 -11/4	485	(500-11/4)
		D	1220 -1½	485	(500-1½)				
IRCLIN	IG	Α	1220 -1	478	(500-1)	b	1240 -1	498	(500-1)
		С	1240 -1½	498	(500-11/2)	D	1320 -2	578	(600-2)

REEN BAY, WI **USTIN STRAUBEL INTL**

Amdt. 9C, JUL 6, 2006 (FAA)

ELEV 695

HAT/

ADAR - 119.4 338.2 🔻 🛕

				11/1/			11/1/1/		
			DA/	HATh/		DA/	HAT	1/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAACEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
SR	36	AB	1100 /24	418 (500-1/2)	С	1100 /40	418	(500-3/4)	
		D	1100 /50	418 (500-1)					
	24	AB	1120 -1	438 (500-1)	С	1120 -11/4	438	(500-11/4)	
		D	1120 -1½	438 (500-1½)					
	18	AB	1220 -1	525 (600-1)	С	1220 -1½	525	(600-1½)	
		D	1220 -1¾	525 (600-13/4)					
	6	AB	1220 /24	528 (600-1/2)	С	1220 /50	528	(600-1)	
		D	1220 /60	528 (600-11/4)					
RCLING	3	AB	1220 -1	525 (600-1)	С	1220 -1½	525	(600-1½)	
i		D	1260 -2	565 (600-2)					

HAT/

or inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.

hen control tower closed. ASR not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

MADISON. WI

Amdt. 17, MAR 17, 2005 (FAA)

ELEV 887

DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7 ▼ 🛦

	, <u>m</u>					HAT/				HAT/		
				DA/	HATh/			DA/	HATh/			
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	AAH	CEIL-VIS		
ASR	21		AB	1360-1/2	473	$(500-\frac{1}{2})$	С	1360-¾	473	(500-3/4)		
			D	1360 -1	473	(500-1)	Е	1360 -1¼	473	(500-11/4)		
	36		AB	1360 /24	498	(500-1/2)	С	1360 /50	498	(500-1)		
			D	1360 /60		(500-11/4)				(500-1½)		
	14		AB	1360-1	499	(500-1)	С	1360 -1¼	499	(500-11/4)		
			D			(500-1½)				(500-134)		
	18		AB	1360 /24	500	(600-1/2)	С	1360 /40	500	(600-3/4)		
			D	1360 /50		(600-1)	Ĕ			(600-11/4)		
	32		AB	1440-1	579	(600-1)	С	1440-1%	579	(600-1½)		
			D			(600-13/4)	Ē	1440 -2		(600-2)		
CIRCLIN	IG		Α	1440-1	553	(600-1)	В	1460 -1	573	(600-1)		
			С	1460-11/2		,	D	1460 -2		(600-2)		
			Е			(800-23/4)				,		

When control tower closed, ASR procedures not authorized.

SPRINGFIELD, IL Amdt. 9, OCT 27,2005 (FAA)

ELEV 597

ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0 **▼** ∧

			HAT/ DA/ HATh/			DA/	/		
ASR	RWY GS/TCH/RPI 22		MDA-VIS 960-1/2	HAA 363	CEIL-VIS (400-½)		MDA-VIS 960-1	HAA 363	CEIL-VIS (400-1)
	31	AB D	1240-½ 1240-1½	650 650	(700-1) (700-1½)	C E	1240-1¼ 1240-1¾		(700-1½) (700-1¾)
	4	ABC	960 /24	368	(400-1/2)	DE	960 /50	368	(400-1)
CIRCLIN	G	AB D	1240 -1 1240 -2	643 643	(700-1) (700-2)	C E	1240 -1¾ 1380 -2¾		(700-1¾) (800-2¾)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs

For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 11/4; increase S-31 category E visibility to 21/4. When control tower closed, ASR not authorized.



INSTRUMENT APPROACH PROCEDURE CHARTS

INSTRUMENT AFFROAGITFROCEDURES OF TAKES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN) ORIG 05300 (FAA)

NOTE: Rwy 11, tree 1876' from departure end of runway, 834' left of centerline, 65' AGL/575' MSL, light pole 1067' from departure end of runway, 667' left of centerline, 25' AGL/554' MSL. Rwy 17, multiple trees beginning 1520' from departure end of runway, 859' right of centerline, 82' AGL/621' MSL, tree 1794' from departure end of runway, 410' left of centerline, 59' AGL/598' MSL. Rwy 29, multiple trees beginning 1318' from departure end of runway, 494' left of centerline, 59' AGL/579' MSL, light pole 663' from departure end of runway, 528' left of centerline, 10' AGL/559' MSL, tree 1481' from departure end of runway, 501' right of centerline, 66' AGL/578' MSL. Rwy 35, multiple trees and light pole beginning 980' from departure end of runway, 574' left of centerline, 67' AGL/596' MSL.

AMERY, WI

AMERY MUNI (AHH) AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: Rwy18, towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

NAME TAKE-OFF MINIMUMS

ANTIGO, WI

LANGLADE COUNTY (AIG) ORIG 08101 (FAA)

TAKE-OFF MINIMÚMS: **Rwy 8**, 400-2 or std. w/min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/MM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: Rwy 8, Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. Rwy 16, Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL. Rwy 26, Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

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ASHI AND WI

JOHN E KENNEDY MEMORIAL (ASX) AMDT 1 08157 (FAA)

NOTE: Rwv 2, trees beginning 52' from departure end of runway, 209' right of centerline, up to 100'AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSI Antenna 2411 from departure end of runway 920' left of centerline, 117' AGL/926' MSL, Rwv 13. trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL, Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL, Rwy 20, truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL, Trees beginning 206' from departure end of runway, 229' right of centerline. up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. Rwy 31, truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL, Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL

BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)

ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: Rwy 1, 300-1.

DEPARTURE PROCEDURE: Rwv 14. southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. Rwys 19,32, southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

BLACK RIVER FALLS. WI

BLACK RIVER FALLS AREA (BCK)

AMDT 1 (FAA)

DEPARTURE PROCEDURE: Rwvs 8, 26, climb runway heading to 1400 before proceeding on course.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

ORIG 07074 (FAA)

DEPARTURE PROCEDURE: Rwy 20, climb heading

198° to 1400 before turning left. NOTE: Rwy 2, pole 1638' from departure end of runway,

908' right of centerline, 78' AGL/922' MSL. Rwy 11, tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

BOSCOBEL WI

BOSCOBEL (OVS)

AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: Rwv 2, 600-3 or std. w/min. climb of 447' per NM to 1300. Rwv 7, std, w/min, climb of 548' per NM to 1500, or 1200-21/2 for climb in visual.

conditions. Rwy 20, std. w/min. climb of 672' per NM to 1400 or 1200-21/2 for climb in visual conditions Rwy 25. std. w/min. climb of 381' per NM to 1300 or 1200-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 2. climb heading 017° to 1300 before turning south. Rwy 7, climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. Rwv 20, climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. Rwv 25, climb heading

247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. NOTE: Rwv 2, trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL, Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL, Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. Rwy 7, trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL, Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/ 690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL, Rwv 20, tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL, Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. Rwy 25, tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)

centerline, 100' AGL/1137' MSL.

ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 1300-2 or std. with a min. climb of 340' per NM to 2700.

40' AGL/737' MSL. Trees 1165' from departure end of

runway, 701' left of centerline, 40' AGL/731' MSL. Tree

1.6 NM from departure end of runway, 2290' right of

NOTE: Rwy 8, tower 6.44NM from departure end of runway,3378'right of centerline,1200'AGL/2180'MSL.

BURLINGTON, WI

BURLINGTON MUNI (BUU)

AMDT 2 86128 (FAA)

TAKE-OFF MINIMUMS: Rwv 29, 300-1 or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: Rwy 11, climb runway heading to 1400 before turning.

CABLE, WI

CABLE UNION (3CU)

AMDT 4 99308 (FAA)

DEPARTURE PROCEDURE: Rwy 16, west departures, climb runway heading to 1900 before turning westbound.



CAHOKIA/ST, LOUIS, IL

ST LOUIS DOWNTOWN (CPS)

AMDT 7 05300 (FAA)

TAKEOFF MINIMUMS: Rwv 5, 200-1 1/2 or std. with a min. climb of 343' per NM to 800. Rwv 30L, 400-21/2 or std, with a min, climb of 220' per NM to 900.

DEPARTURE PROCEDURE: Rwv 5, climb via heading 047° to 900 before turning left. Rwy 12L/12R, climb via heading 122° to 1000 before turning left, Rwv 23, climb

via heading 227° to 2000 before turning. Rwv 30L/30R. climb via heading 302° to 1700 before turning. NOTE: Rwv 5, antenna 476' from departure end of runway, 326' right of centerline, 37' AGL/448' MSL, pole

630' from departure end of runway, 540' right of centerline, 62' AGL/473' MSL, multiple towers beginning 1649' from departure end of runway, 19' left of centerline. up to 76' AGL/487' MSL. Rwv 12L, tree 1633' from departure end of runway, 144' left of centerline, 44' AGL/ 453' MSL, Rwv 12R, tree 2279' from departure end of runway 927' right of centerline, 77' AGL/486' MSL. Tree 3823' from departure end of runway, 20' left of centerline. 92' AGL/509' MSL. Rwv 23, pole 763' from departure end of runway, 182' right of centerline, 44' AGL/453' MSL, multiple trees beginning 812' from departure end of runway, 4' right of centerline, up to 81' AGL/492' MSL. Rwv 30L, multiple trees beginning 889' from departure end of runway, 516' right of centerline, up to 114' AGL/ 521'MSL.

CANTON, IL

INGERSOLL (CTK) ORIG 08213 (FAA)

> NOTE: Rwv 9, tree 1335' from departure end of runway. 772' right of centerline, 100' AGL/749' MSL. Rwy 36, tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL

CARMI. IL

CARMI MUNI (CUL) AMDT 1 83356 (FAA)

DEPARTURE PROCEDURE: Rwv 36, climb runwav heading to 1000 before turning westbound.

CASEY. IL

CASEY MUNI (1H8)

AMDT 3 83258 (FAA)

DEPARTURE PROCEDURE: Rwvs 4.22.36. climb runway heading to 1900 before turning southbound. Rwy 18. climb runway heading to 1900 before turning left.

CENTRALIA. IL

CENTRALIA MUNI (ENL) AMDT 1 82133 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 300-1.

CHAMPAIGN/URBANA.IL

UNIVERSITY OF ILLINOIS-WILLARD (CMI) ORIG 09015 (FAA) DEPARTURE PROCEDURE: Rwv 4, climb heading

041° to 1300 before turning left. NOTE: Rwv 4, trees beginning 56' from departure end of

runway, 23' left of centerline, up to 63' AGL/808' MSL Trees beginning 56' from departure end of runway. 89' right of centerline, up to 98' AGL/843' MSL, Rwv14R. rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline. 37' AGL/780' MSL, Rwy 18, Terrain beginning 2' from departure end of runway, from left to right of centerline. up to 0' AGL/749' MSL. Rwv 32L. terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/ 752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.



CHICAGO, IL

CHICAGO MIDWAY INTL (MDW) AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: Rwys 4L,4R, Climbing right turn to 2400 heading 100° before proceding on course. Rwys 13C, 13L, 13R, Climb heading 135° to 1400 before turning. Rwys 22L, 22R, Climb heading 224" to 1300 before turning. Rwys 31C, 31L, 31R, Climb heading 315° to 1500 before turning.

NOTE: Rwy 4L, fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light ploes and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

Rwv 4R. LOC 300' from departure end of runway on centerline, 10' AGL/614' MSL, Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL, Blast fence 277' from departure end of runway, 45' left of centerline. 9' AGL/613' MSL Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL, Rwv 13C, LOC 248' from departure end of runway. on centerline, 8' AGL/619' MSL, Building 101' from departure end of runway, 254' left of centerline, 14' AGL/ 625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. Rwv 13L. multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. Rwy 13R, wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/ 661'MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52'AGL/661'MSL. Rwy 22L, multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL, Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. Rwy 22R, multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of

centerline, up to 72' AGL/686' MSL.

CHICAGO MIDWAY INTL (CON'T)

Rwv 31C, LOC 239' from departure end of runway, on centerline 10' AGI /617' MSI. Trees beginning 452' from departure end of runway 454' left of centerline up to 63' AGL/667' MSL Spire 2207' from departure end of runway 699' left of centerline 78' AGL/684' MSL Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSI_DMF 183' from departure end of runway 309' right. of centerline 17' AGI /624' MSI Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway 1430 right of centerline 162 AGI /756 MSI Rwv 31L, trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779 from departure end of runway 26 right of centerline, up to 68' AGL/667' MSL, Rwv 31R. multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway 50' right of centerline, up to 68' AGL/667'

CHICAGO-O'HARE INTL (ORD) AMDT 16A 09099 (FAA)

TAKEOFF MINIMUMS: Rwy 27L, std. w/min. climb of 214' per NM to 1700, or 300-11/4 with min, climb of 203' per NM to 1700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. Rwy 27R, std. w/min. climb of 228' per NM to 1800, Rwy 28, std, w/min, climb of 222' per NM to 1700. Rwy 32L, std. w/min. climb of 231' per NM to 1800. NOTE: Rwv 4L, multiple buildings beginning 3325' from DER, 1198' right of centerline, up to 101' AGL/750' MSL. Rwy 4R, multiple trees beginning 793' from DER, 568' right of centerline, up to 77' AGL/716' MSL. Multiple trees beginning 2266' from DER, 756' left of centerline, up to 84' AGL/723' MSL, Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/ 735' MSL. Rwy 9L, building 2771' from DER, 1194' right of centerline, 94' AGL/745' MSL, Rwv 9R, street light 877' from DER, 686' right of centerline, 40' AGL/ 684' MSL. Rwy 10, multiple towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL, Rwv 14L, multiple lights beginning 982' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp and sign beginning 100' from DER, 363' right of centerline, up to 80' AGL/729' MSL. Rwy 14R, parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/730' MSL. Rwy 22L, tree 972' from DER, 354' left of centerline, 31'AGL/690'MSL. Rwy 22R, parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/ 736' MSL. Rwy 27L, multiple poles, towers, and aircraft on ramp beginning 70' from DER, 408' left of centerline, 147' AGL/812' MSL. Rwy 27R, elevator 2778' from DER, 1021'left of centerline, 111'AGL/776' MSL. Tank 1489' from DER, 892' left of centerline, 55' AGL/723' MSL, Rwy 32L, flag pole 2036' from DER, 791' left of centerline, 58' AGL/732' MSL. Rwy 32R, multiple trees beginning 1438' from DER, 851' right of centerline, up to 71' AGL/715' MSL.



CHICAGO, IL (CON'T) LANSING MUNI (IGQ)

AMDT 5 09183 (FAA)

AGI /777'MSI

CHICAGO/AURORA.IL

AURORA MUNI (ARR)

AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: Rwv 36, 300-11/4 or std. w/min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: Rwv 36. climb heading

002° to 1200 before proceeding on course.

NOTE: Rwv 9, poles beginning 1203' from DER, from left

to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668

AGL/764' MSL. Rwv 18, trees beginning 381' from

DER, 440' right of centerline, up to 42' AGL/661' MSL

69' right of centerline, up to 26' AGL/641' MSL. Trees.

Rwv 27, hangar and building beginning 254' from DER.

antennas, antennas on buildings, signs, light poles, and

road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL, Tank 575'

from DER, 65' left of centerline, 16' AGL/630' MSL, Rwy

36, pole 5546' from DER, 1932' right of centerline, 164'

NOTE: Rwy 9, vehicle on road 794' from departure end of

runway, right and left of centerline, 15' AGL/734' MSL.

Multiple trees beginning 4126' from departure end of

runway, on centerline, 100' AGL/819' MSL, Rwy 15.

multiple trees, power poles and road beginning 900'

from departure end of runway, 47' right of centerline, up

end of runway, 47' left of centerline, 34' AGL/733' MSL.

departure end of runway, 190' right of centerline, up to

departure end of runway, on centerline up to 100' AGL/

end of runway, right and left of centerline, 15' AGL/734'

MSL. Rwv 33, multiple trees and road beginning 788'

35' AGL/734' MSL. Multiple trees beginning 3646' from

809' MSL. Rwy 27, vehicle on road 1020' from departure

from departure end of runway, 238' right of centerline, up

577' from departure end of runway, 137' left of centerline,

to 79' AGL/788' MSL. Road and power pole beginning

up to 38' AGL/747' MSL. Rwy 36, tree, pole and fence

centerline, up to 35' AGL/734' MSL. Vehicle on road

beginning 31' from departure end of runway, 169' left of

beginning 1099' from departure end of runway, right and

Rwv 18, multiple power poles beginning 1218' from

to 100' AGL/809' MSL. Power pole 1313' from departure

MSL. Tower 4314' from DER, 664' left of centerline, 149'

LEWIS UNIVERSITY (LOT) ORIG 07242 (FAA)

CHICAGO/ROMEOVILLE, IL

TAKE-OFF MINIMUMS: Rwy 2, 300-1½ or std. w/min. climb of 330' per NM to 1100.

DEPARTURE PROCEDURE: Rwv 2. climb heading 016° to 1100 before turning right.

NOTE: Rwv 2, multiple towers beginning 1.1 NM from

departure end of runway 361' left of centerline, up to 210'

AGL/875' MSL. Rwv 9, multiple trees beginning 857' from departure end of runway, 359' left of centerline, up

to 66' AGL/735' MSL. Building 244' from departure end of runway, 379' left of centerline, 10' AGL/679' MSL. Multiple trees and pole beginning 278' from departure end of runway, 174' right of centerline, up to 62' AGL/ 721'MSL. Sign 113' from departure end of runway, 355' right of centerline, 4' AGL/668' MSL. Rwy 27, multiple

trees beginning 1144' from departure end of runway.

635' right of centerline, up to 54' AGL/723' MSL.

CHICAGO/WAUKEGAN.IL WAUKEGAN RGNI (UGN)

ORIG 91122 (FAA) TAKE-OFF MINIMUMS: Rwy 14, 300-1.

CHICAGO/WEST CHICAGO, IL DU PAGE (DPA)

ORIG 07354 (FAA)

NOTE: Rwv 2L. tree 2249' from departure end of runway. 1065' left of centerline, 15' AGL/831' MSL, Rwy 2R. tower 4561' from departure end of runway, 1540' right of

centerline, 140' AGL/899' MSL, Rwy 10, building 631' from departure end of runway, 611' left of centerline, 15' AGL/777 MSL, tree 872 from departure end of runway. 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/ 827' MSL, stack 1639' from departure end of runway. 184' left of centerline, 50' AGL/810' MSL, Rwv 15, road 267' from departure end of runway, 130' left of centerline. 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL, Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. Rwv 33, multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline. 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793'MSL.

CHICAGO/PROSPECT HEIGHTS/ WHEELING.IL

left of centerline, 15' AGL/734' MSL.

CHICAGO EXECUTIVE (PWK)

AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: Rwv 24, 300-1 or std. with min. climb of 286' per NM to 900.

NOTE: Rwy 6, tree 226' from departure end of runway,

226' right of centerline, 51' AGL/691' MSL. Rwy 12,

antenna 4287' from departure end of runway, 1191' right

of centerline, 129' AGL/769' MSL. Rwy 16, tree 1572' from departure end of runway, 423' left of centerline, 62'

AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. Rwy 24, tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL, Rwv 30. antenna 5171' from departure end of runway, 758' right of

centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. Rwy 34, tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL

CLINTONVILLE. WI CLINTONVILLE MUNI (CLI)

AMDT 1 07074 (FAA) TAKE-OFF MINIMUMS: Rwys 9, 27, NA-environmental.

NOTE: Rwy 4, trees beginning 382' from departure end of

runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. Rwy 14, trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. Rwy 22, trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. Rwy 32, trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.



DANVII I F. II

VERMILION RGNI (DNV) ORIG 09183 (FAA)

NOTE: Rwv 3. tree 2298' from departure end of runway. 725' right of centerline, 50' AGL/761' MSL, Rwv 16, tree 4101'from departure end of runway 378'left of centerline, 50' AGL/789' MSL. Rwy 21, tree 1982' from departure end of runway 802' left of centerline 50' AGL/ 728' MSL. Rwv 34. tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL

DE KALB. IL

DE KALB TAYLOR MUNI (DKB)

AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: Rwv 27, 300-1. DEPARTURE PROCEDURE: Rwv 9. climb runway heading to 1400 before proceeding on course.

DECATUR.IL

DECATUR (DEC)

AMDT 2 84131 (FAA)

DEPARTURE PROCEDURE: Northbound departures: Rwys 6.12.24, climb runway heading to 1600 before turning north. Rwv 18, climb runway heading to 1200 before turning north. Rwv 30, right turn, climb to 3000 via DEC R-340 before proceeding north. Rwv 36, left turn, climb to 3000 via DEC R-340 before proceeding north

DELAVAN, WI

LAKE LAWN (C59) AMDT 1 03247 (FAA)

> NOTE: Rwv 18. trees 150' from departure end of runway. 200' right of centerline, 56' AGL/1023' MSL, Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL, Rwv 36, trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL, Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039 MSL. Pole 85 from departure end of runway. 170' left of centerline, 60' AGL/1039' MSL.

DIXON. IL

DIXON MUNI - CHARLES R WALGREEN FIELD (C73)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 600-11/2 or std. w/min. climb of 410' per NM to 1400.

DEPARTURE PROCEDURE: Rwv 12, climb heading 123° to 1300 before turning right.

NOTE: Rwy 12, T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL, Rwv 8, vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL, Road 359' from DER on centerline, 796' MSL, Rwv 26, trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL, Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/ 806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

EAGLERIVER.WI

FAGI F RIVER UNION (FGV) ORIG 06271 (FAA)

NOTE: Rwv 4 road 240' from departure end of runway 559' right of centerline 15' AGI /1654' MSI Terrain 51' from departure end of runway 288' right of centerline 0'AGI /1639'MSI Rwv 13, road 268' from departure end of runway, 572' left of centerline, 15' AGI /1654 MSI Rwy 22 road 246 from departure end of runway 566' right of centerline 15' AGL /1654' MSL Multiple trees 476' from departure end of runway 430' right of centerline, 83' AGI /1722' MSI. Multiple trees. 761' from departure end of runway, 147' left of centerline 96'AGI /1735'MSI

EAU CLAIRE. WI

CHIPPEWA VALLEY RGNL (EAU) AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 14, 500-2 34 or std. w/ min. climb of 295' per NM to 1500. Rwv 32, 200-11/2 or std w/min_climb of 270' per NM to 1200

DEPARTURE PROCEDURE: Rwv 14, climb heading 138° to 2000 before proceeding on course, Rwy 22. climb heading 224° to 1700 before proceeding on course, Rwv 32, climb heading 304° to 1700 before proceeding on course

NOTE: Rwy 4, terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL, Rwv 14, trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline. 455' AGL/1349' MSL. Rwv 22, vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/ 892' MSL. Trees

639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL, Rwv 32, trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL, Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM.IL

EFFINGHAM COUNTY MEMORIAL (1H2) AMDT 4 98001 (FAA)

TAKE-OFF MINIMUMS: Rwy 1,600-1. DEPARTURE PROCEDURE: Rwy 29, climb runway heading to 2100 before proceeding on course.

FAIRFIELD.IL

FAIRFIELD MUNI (FWC) AMDT 2 99308 (FAA)

> TAKE-OFF MINIMUMS: Rwv 9, 400-1 or std. with a min. climb of 310' per NM to 800. Rwy 27, 300-1 or std. with a min. climb of 320' per NM to 600.

FLORA, IL

FLORA MUNI (FOA) AMDT 1 84047 (FAA)

> DEPARTURE PROCEDURE: Rwvs 3.33. climb runwav heading to 1100 before turning left. Rwy 21, climb runway heading to 1100 before turning right.

FOND DULIAC, WI

FOND DLLLAC COUNTY (FLD) AMDT 1 84327 (FAA)

DEPARTURE PROCEDURE: Rwv 9. climb runway heading to 2000 before turning north, Rwy 36, climb runway heading to 2000 before turning east

FRFFPORT.II

ALBERTUS (FFP)

ORIG 07130 (FAA)

TAKF-OFF MINIMUMS: Rwvs 13, 18, 31, 36, NA-Environmental

NOTE: Rwv 24, multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL /903' MSL

FRIENDSHIP (ADAMS), WI

ADAMS CO. LEGION FIELD (63C)

AMDT 1 02164 (FAA)

TAKE-OFF MINIMUMS: Rwvs 8, 26, NA unsurveved turf runways. Rwv 33.500-2 or std. with

a min. climb of 400' per NM to 1600. NOTE: Rwv 15, powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL. Rwv 33, trees 200' from departure end of runway. 200' left of centerline, 57' AGL/1032' MSL, Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL, Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

GRANTSBURG. WI

GRANTSBURG MUNI (GTG)

ORIG 94230 (FAA)

TAKE-OFF MINIMUMS: Rwv 23.300-1.

GRAYSLAKE.IL

CAMPBELL (C81)

AMDT 1 82063 (FAA)

TAKE-OFF MINIMUMS: Rwv 24, 300-1. DEPARTURE PROCEDURE: Rwy 9, climb runway heading to 1200 before turning.

GREEN BAY, WI

AUSTIN STRAUBEL INTL (GRB)

AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: Rwy 6, climb heading 062° to 1300 before turning right. Rwy 18, climb heading 182° to 1600 before turning left.

NOTE: Rwy 18, tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL. Rwy 24, trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

HARRISBURG II

HARRISBURG-RAI FIGH (HSB) ORIG 08101 (FAA)

NOTE: Rwv 6. Trees and a PVC pine, beginning 62' from departure endof runway 230' left of centerline up to 100' AGL/519' MSL. Trees 895' from departure end of runway 523' right of centerline, 61' AGL/454' MSL. Rwy 24. Trees beginning 252' from departure end of runway 420' right of centerline up to 100' AGI /479' MSL, Rwv 32, Trees beginning 4182' from Departure end of runway, 615' left of centerline, up to 100' AGL/ 499' MSL. Trees beginning 1744' from departure end of runway, 299' right of centerline, up to 100' AGL/509'

HAYWARD WI

SAWYER COUNTY (HYR)

AMDT 4 99308

TAKE-OFF MINIMUMS: Rwv 16, 300-1 or std. with a min, climb of 300' per NM to 1300, Rwy 20, 300-1 or std with a min_climb of 270' per NM to 1300_Rwv 34. 300-1 or std. with a min. climb of 250' per NM to 1300. DEPARTURE PROCEDURE: Rwv 16, climb runway heading to 1900 before turning eastbound.

JANESVILLE, WI

SOUTHERN WISCONSIN RGNL (JVL) ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 36, 300-214 or std. w/a min, climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

NOTE: Rwv 4. Road 342' from departure end of runway. 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL, Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL, Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. Rwv 32. Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. Rwv 36, tree 1427' from departure end of runway. 108' left of centerline, 42' AGL/851' MSL, Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

JOLIET, IL

JOLIET RGNL

TAKE-OFF MINIMUMS: Rwy 12, 500-1. Rwy 22, 300-1. DEPARTURE PROCEDURE: Rwy 4, climb to 1000 before turning right. Rwy 30, climb to 1000 before turning left. Rwy 22, when ceiling is below 500, climb to 1100 before turning left.

JUNEAU. WI

DODGE COUNTY (UNU) ORIG 94286 (FAA) TAKE-OFF MINIMUMS: Rwy 20, 300-1.



KANKAKEE.IL

GREATER KANKAKEE (IKK)

ORIG 07074 (FAA)

NOTE: Rwy 4, vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL, Rwy 16, vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL. Rwy 22, vehicle on road 1069' from departure end of runway 622' left of centerline 15' AGI /653' MSL. Rwv 34, vehicle on road 831' from departure end of runway 189' left of centerline 15' AGL /650' MSL. Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

KENOSHA.WI

KENOSHA RGNI (ENW)

ORIG 09239 (FAA)

NOTE: Rwy 7R, multiple light poles beginning 560 from DER, 342' right of centerline, up to 26' AGL/ 729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL. Rwy 7L, muliple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. Rwy 25L, multiple trees and hangars beginning 10' from DER, 209' right' of centerline up to 11' AGL/ 760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. Rwv 33, multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL, Rwy 25R, trees 2800' from DER, 603' left to right of centerline, 100' AGL/819'MSL.

KEWANEE.IL

KEWANEE MUNI (EZI) ORIG 09015 (FAA)

> NOTE: Rwy 27, tree 2212' from departure end of runway, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI

LA CROSSE MUNI (LSE) AMDT 5 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 3, std. w/min climb of 460' per NM to 1600, or 1400-21/2 for climb in visual conditions, Rwv 13, std. w/min, climb of 420' per NM to 2000, or 1400-21/2 for climb in visual conditions. Rwy 18. std w/min_climb of 290' per NM to 1800, or 1400-21/2 for climb in visual conditions, Rwy 21, std. w/min climb of 430' per NM to 2000, or 1400-21/2 for climb in visual conditions, Rwv 31, std. w/min, climb of 300' per NM to 2500, or 1400-21/2 for climb in visual conditions Rwv 36, std w/min_climb of 325 per NM to 1800, or 1400-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 3.13.18.21.31. 36, for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on COLUMN

NOTE: Rwv 3, trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL, Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL, Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL, Rwy 13, trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL Trees 2666' from DER, 503' left of centerline, 97' AGL/ 747' MSL. Rwy 18, vehicle and road 685' from DER. 589' left of centerline, 15' AGL/694' MSL, Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. Rwv 21, multiple tress beginning 1521 from DER, 586 left of centerline, up to 75' AGL/735' MSL, Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline. 67' AGL/727' MSL. Rwv 31, multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/ 730' MSL. Multiple trees beginning 2499' from DER. 92' right of centerline, up to 139' AGL/789' MSL.

LA POINTE. WI

MADELINE ISLAND (4R5)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, 300-2 or std. w/min. climb of 213' per NM to 1200.

DEPARTURE PROCEDURE: Rwv 22, Climb heading 220° to 1200 before proceeding on course.

NOTE: Rwy 4, trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. Rwy 22, trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL

MARSHALL COUNTY (C75) AMDT 2 89236 (FAA)

TAKE-OFF MINIMUMS: Rwys 13, 18, 36, 300-1. DEPARTURE PROCEDURE: Rwy 31, climb runway heading to 1800 before turning.



LADYSMITH, WI

RUSK COUNTY (RCX) ORIG 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. with a min. climb of 430' per NM to 1500.

LAKE GENEVA. WI

GRAND GENEVA RESORT (C02) ORIG 03079 (FAA)

DEPARTURE PROCEDURE: Rwy 23, climb runway heading to 1500 before turning westbound.

LAND O'LAKES, WI

KINGS LAND O'LAKES (LNL)

AMDT 4 05132 (FAA)

TAKE-OFF MINIMUMS: Rwys 5, 23, NA-obstacles. NOTE: Rwy14, road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL. Rwy 32, trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right to centerline, 125' AGL/1833' MSL.

LINCOLN, IL

LOGAN COUNTY (AAA)

AMDT 1 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-½ or std. with a min. climb of 341' per NM to 800.

NOTE: Rwy 21, spire 2193' from departure end of runway. 208' left of centerline. 96' AGL/686' MSL.

LITCHFIELD, IL

LITCHFIELD MUNI (3LF) AMDT 3 05300 (FAA)

NOTE: Rwy 9, tower 1058' left of departure end of runway. 132' AGL/822' MSL.

LONE ROCK, WI

TRI COUNTY RGNL (LNR) AMDT 4 08185 (FAA)

TAKE-OFF MINIMUMS: Rwys 9, 27, 600-1%, or 1000-2½ for climb in visual conditions. Rwys 18, 36, NA-Environmental.

DEPARTURE PROCEDURE: **Rwys 9, 27,** for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.

NOTE: Rwv 9, terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129 MSL. Road beginning 244 from departure end of runway 330' left of centerline up to 17' AGL /733' MSL. Terrain and trees beginning 18' from departure end of runway 235' right of centerline, up to 100' AGL/ 722' MSL. Rwy 27, building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway on centerline up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL /752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB. IL

MACOMB MUNI (MQB)

AMDT 1 89236 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1700 before turning right. **Rwy 27**, climb runway heading to 1700 before turning left.

MADISON, WI

BLACKHAWK AIRFIELD (87Y) ORIG 97338 (FAA)

TAKE-OFF MINIMÚMS: **Rwy 27**, 300-2 or std. with a min. climb of 220' per NM to 1300.

DANE COUNTY RGNL-TRUAX FIELD (MSN) AMDT 7 03219 (FAA)

DEPARTURE PROCEDURE: Rwy18, (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. Rwy 21, (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.

NOTE: **Rwy 36**, tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.

MANITO. IL

MANITO MITCHELL (C45) AMDT 2 82105 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.36, 300-1.

MANITOWOC. WI

MANITOWOC COUNTY (MTW)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 17, 300-1% or std. with a min_climb of 254' per NM to 1000

DEPARTURE PROCEDURE: Rwv 7, climb heading 072° to 1200 before proceeding on course, Rwy 25, climb heading 252° to 1200 before proceeding on course NOTE: Rwy7, tree 520' from DER, 279' left of centerline. 27' AGI /666' MSI Rwy 17, stack 1 24 NM from DER 1915' left of centerline, 310' AGL/893' MSI Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER. 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER 512' right of centerline 36' AGL /695' MSL. Antenna 989' from DER, 511' right of centerline. 39' AGL/688' MSL, Rwy 25, tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad 744' from DER on centerline 23' AGI /676' MSL. Rwy 35, trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER 863 left of centerline 67 AGL /716 MSL

MARION. IL

WILLIAMSON COUNTY RGNL (MWA)

ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: Rwv 11, 600-3 or std. with a min, climb of 222' per NM to 1200.

DEPARTURE PROCEDURE: Rwv 11, Climb via heading 107° to 1100 before turning left.

NOTE: Rwv 2, multiple trees beginning 291' from departure end of runway, 265' left of centerline, up to 106' AGL/543' MSL, Rwv 11, multiple poles beginning 802' from departure end of runway, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1427' from departure end of runway, 594' right of centerline, 81' AGL/528' MSL, Tank 5216' from departure end of runway, 800' right of centerline, 164' AGL/601' MSL, Tower 3,16 NM from departure end of runway, 1,32 NM left of centerline, 490' AGL/980' MSL. Rwv 20. multiple trees beginning 1744' from departure end of runway, 823' right of centerline, up to 68' AGL/521' MSL. Rwy 29, wind sock 341' from departure end of runway, 291' left of centerline, 11' AGL/ 461' MSL. Multiple trees beginning 559' from departure end of runway, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1488' from departure end of runway, 1346' right of centerline, 77' AGL/530' MSL.

MARSHFIELD. WI

MARSHFIELD MUNI (MFI) ORIG 06271 (FAA)

NOTE: Rwy 34, multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359'MSL.

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)

AMDT 3 86128 (FAA)

DEPARTURE PROCEDURE: Rwy 6, climb runway heading to 1100' before turning.

MEDFORD, WI

TAYLOR COUNTY (MDZ) AMDT 2 09071 (FAA)

NOTE: Rwv 9, trees beginning 1123' from DER 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL, Rwy 16 trees beginning 7' from DER 248' left of centerline up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER 8' left of centerline up to 15' AGL /1466' MSL Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL, Rwy 27, tower 2839' from DER 1111' left of centerline 150' AGL /1580' MSL Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL, Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSI Rwv 34, terrain trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM) ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.18.27.36.300-1.

MERRILL. WI

MFRRILL MUNI (RRL)

ORIG 07242 (FAA)

NOTE: Rwv 7, bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL, Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/ 1329' MSL. Building 358' from departure end of runway. 451' right of centerline 21' AGL /1327' MSL Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. Rwy 16, multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439'MSL, Rwv 25, bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline. 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL, Rwv 34, multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON. WI

MIDDLETON MUNI-MOREY FIELD (C29) AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: Rwv 28, 300-1 or std. with a min. climb of 468' per NM to 1300. Rwys 1, 19, NA-turf. DEPARTURE PROCEDURE: Rwy 10, climb via heading 101° to 2600 before proceeding on course. Rwy 28, climb via heading 281° to 2600 before proceeding on course. NOTE: Rwy 28, multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032'MSL.



MILWAUKEE. WI

GENERAL MITCHELL INTL (MKE) AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: Rwv 7R, 300-1½ or std. with a min, climb of 300' per NM to 1100, Rwv 31, 300-11/2 or std. w/a min, climb of 257' per NM to 1000.

NOTE: Rwv 1R, antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER 462' right of centerline, up to 100' AGL /795' MSL. Rwv 1L, fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL, Vehicle on road, 459' from DER 577' left of centerline 17' AGL/696' MSL Pole 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/ 734' MSL, Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL, Pole, 2291' from DER, 937' right of centerline 28' AGL /750' MSL. Tower 2284' from DER, 463' right of centerline, 17' AGL/739' MSL, Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL, Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/ 799' MSL. Rwy 7R, multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL, Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL, Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/ 926' MSL. Stack. 1.21 NM from DER. 1164' left of centerline, 180' AGL/891' MSL, Rwv 7L, hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL, Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL, Pole, 1727' from DER, 194' left of centerline, 55' AGL/751'MSL, Tower, 1864' from DER, 48' left of centerline. 30' AGL/742' MSL. Rwy 13, multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL, Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/ 779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. Rwy 19L, tree, 1785' from DER, 863' left of centerline, 100' AGL/ 779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. Rwy 19R, tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL, Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL, Rwy 25L, tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL, Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. Rwy 25R, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER,

363' right of centerline, 26' AGL/702' MSL. Tree, 855'

47' AGL/720' MSL.

from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/

716' MSL. Pole, 1605' from DER, 301' right of centerline,

GENERAL MITCHELL INTL (CON'T) Rwv 31, fence 197 from DER 244 right of centerline 7'

AGL/681' MSL, Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL, Multiple light poles beginning 265' from DER 69' right of centerline up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER 112' left of centerline, up to 30' AGL /703' MSL, Hangar, 438' from DER, 564' left of centerline. 50' AGL/722' MSL, Pole, 1351' from DER, 340' right of centerline 46' AGI /735' MSI. Multiple trees beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGI /758 MSI Tank 1 10 NM from DER 742 right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC) ORIG 93035 (FAA)

DEPARTURE PROCEDURE: Rwys 41, 4R, 151 /R. climb to 2100 before turning east.

MOLINE, IL

QUAD-CITY INTL (MLI) AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. 300-1 or std. with a min, climb of 220' per NM to 800. Rwy 13, 300-114 or std, with a min, climb of 250' per NM to 900, Rwy 23. 300-1 or std. with a min. climb of 285' per NM to 800. DEPARTURE PROCEDURE: Rwy 5, climb via heading 048° to 3000 before turning left, Rwy 9, climb via heading 090° to 1600 before turning. Rwy 13, climb via heading 126° to 1600 before turning, Rwv 23, climb via heading 228° to 1600 before turning. Rwy 27, climb via heading 270° to 1600 before turning. Rwv 31, climb via heading 306° to 3000 before turning right.

NOTE: Rwv 9, trees 4800' from departure end of runway. 1472' right of centerline, 30' AGL/740' MSL, Rwv 13. trees beginning 5117' from departure end of runway. 1351' right of centerline, up to 50' AGL/775' MSL. Rwy 23, numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757'

MONEE, IL

BULT FIELD (C56) ORIG 09071 (FAA)

> NOTE: Rwy 9, vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL, Rwv 27, vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/ 812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL

MONMOUTH MUNI (C66) AMDT 2 93231 (FAA) TAKE-OFF MINIMUMS: Rwv 20, 400-2.



MONROF, WI

MONROF MUNI (FFT) AMDT 2 09127 (FAA)

> NOTE: Rwy 2, vehicle on road 926' from DER, left and right of centerline up to 17' AGL /1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/ 1169' MSL. Rwv 12. trees beginning 1234' from DER. 655' right of centerline, up to 100' AGL/1189' MSL. Rwy 20. trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL, Rwy 30, trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER. 157' right of centerline, up to 17' AGL/1126' MSL.

MORRIS, IL

MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 18, 400-2 or std. w/min. climb of 320' per NM to 1000

NOTE: Rwv 18. tree 511' from departure end of runway. 607' right of centerline, 100' AGL/659' MSL, Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. Rwv 36, trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

MOSINEE, WI

CENTRAL WISCONSIN (CWA) ORIG 85185 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 300-1. DEPARTURE PROCEDURE: Rwv 35. (northbound departures 350° CW 045°) climbing left turn to 3500 via AUW R-270 before turning on course.

MOUNT CARMEL. IL

MOUNT CARMEL MUNI (AJG) ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, 300-1 or std. with a min. climb of 340' per NM to 700.

MOUNT STERLING, IL

MOUNT STERLING MUNI (163) ORIG 09183 (FAA)

NOTE: Rwy 18, trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. Rwy 36, vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, II

MOUNT VERNON (MVN) ORIG 07074 (FAA)

DEPARTURE PROCEDURE: Rwv.33, climb via heading 331° to 1300 before turning left

NOTE: Rwv 5, multiple trees beginning 1615' from departure end of runway 7' left of centerline up to 134' AGL/602' MSL, antenna 2477' from departure end of runway 990' right of centerline 79' AGI /547' MSI tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL, Rwv 15, multiple trees beginning 712' from departure end of runway 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway 465' left of centerline 70' AGL/ 527' MSL, railroad 608' from departure end of runway. 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. Rwv 23, multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL. railroad 238' from departure end of runway 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline. up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. Rwv 33, multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585'

NEW LISBON, WI

MAUSTON-NEW LISBON UNION (82C) ORIG 97198 (FAA)

TAKE-OFF MINIMUMS: Rwys 14.32 400-1 or std with a min. climb of 220' per NM to 1400.

NEW RICHMOND. WI

NEW RICHMOND RGNL (RNH) ORIG 07354 (FAA)

NOTE: Rwv 14, multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. Rwv 32, vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.

OSCEOLA, WI

L.O. SIMENSTAD MUNI (OEO) ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.22, NA-environmental. NOTE: Rwy 10, multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL. Rwy 28, multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.



09295

OSHKOSH, WI

WITTMAN RGNL (OSH)

ORIG 08157 (FAA)

NOTE: Rwv 4, vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline. up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGI /869 MSI Rwv9 vehicle on road 620 from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223' from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles, beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL, Rwy 13, trees. buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway 350' left of centerline, 72' AGL/841' MSL, Rwy 22, vehicle on road 830' from departure end of runway, on centerline, 15' AGL/ 814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSI Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/ 883' MSL Rwy 27, trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and traffic signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL, Rwy 31, trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL, Rwv 36, antenna on building 551' from departure end

PARIS, IL

EDGAR COUNTY (PRG)

ORIG 07354 (FAA)

NOTE: Rwy 9, trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. Rwy 27, elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

of runway, 263' right of centerline, 14' AGL/803' MSL.

PARK FALLS, WI

PARK FALLS MUNI (PKF)

ORIG 99028 (FAA)

DEPARTURE PROCEDURE: Rwys 18, 36, climb runway heading to 3400 before turning east.

PAXTON, IL

PAXTON (1C1)

ORIG 86184 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 2400 before turning left. **Rwy 36**, climb runway heading to 2400 before turning right.

PEKIN, IL

PEKIN MUNI (CI5)

NOTE: **Rwy 9**, trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27**, rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

PEORIA, IL

GREATER PEORIA RGNL (PIA) ORIG 05076 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 126° to 1400 before turning left.

heading 126° to 1400 before turning left.

NOTE: Rwy 4, tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. Rwy 13, multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. Rwy 22, tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. Rwy 31, tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

MOUNT HAWLEY AUXILIARY (3MY) AMDT 2 09239 (FAA)

NOTE: Rwy 18, train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. Rwy 36, rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL.

PERU.IL

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS) ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 195° to 1400 before turning east.

PHILLIPS, WI

PRICE COUNTY (PBH) ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with climb of 240' per NM to 1800.



PLATTEVILLE. WI PLATTEVILLE MUNI (PVR)

ORIG 09239 (FAA)

NOTE: Rwy7, vehicle on road beginning 499' from DER. left to right of centerline, up to 15' AGL /1053' MSL

Pavilion 250' from DER 345' left of centerline 17' AGL/ 1039' MSL. Poles beginning 208' from DER, 438' left of centerline up to 37' AGI /1059' MSI. Trees beginning

224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline un to 29' AGI /1051' MSI Rwy 25, tree 91'

from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up

to 10' AGL/1009' MSL. Rwy 15, tree 1145' from DER. 620' right of centerline 52' AGL/1073' MSL Trees beginning 61' from DER 208' left of centerline up to 11' AGL/1032 MSL

PONTIAC, IL

PONTIAC MUNI (PNT)

ORIG 08213 (FAA)

NOTE: Rwv 24. multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway. 1040' right of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway. 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL POPLAR GROVE (C77)

ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: Rwv 30, 300-1 or std. with a min. climb of 310' per NM to 1000. Rwvs 9.12.17.27.35. NA.

PORTAGE, WI

PORTAGE MUNI (C47)

AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: Rwvs 17.22, 300-1 or std. with a

min, climb of 265' per NM to 1000.

PRAIRIE DU CHIEN. WI

PRAIRIE DU CHIEN MUNI (PDC)

AMDT 3 02332 (FAA) TAKE-OFF MINIMUMS: Rwy 29,32, 800-2 or std. with a

min, climb of 289' per NM to 1700. DEPARTURE PROCEDURE: Rwys 11,29,14,32, climb to

2000 before turning on course.

NOTE: Rwy 29, tower 9416' right of departure end of runway,300'AGL/1440'MSL.

PRAIRIE DU SAC. WI

SAUK-PRAIRIE (91C)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv36, std w/min_climb gradient of 221' per NM to 1700 or 1000-3 for climb in

visual conditions DEPARTURE PROCEDURE: Rwv36, climb heading 357° to 1700 before turning or for climb in visual

conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course. NOTE: Rwv 18. utility pole, 330'from departure end of

runway 325' right of centerline 19' AGI /839' MSI Trees beginning 802' from departure end of runway. 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL, Rwv 36. navigation light top 15' from departure end of runway 35' right of centerline, 2' AGL/833' MSL. Navigation light

top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL, Silo top 855' from

departure end of runway, 414' left of centerline, up to 33'

end of runway, 611' left of centerline, up to 60' AGL/891'

AGI /864' MSI Trees beginning 967' from departure

QUINCY, IL

QUINCY RGNL-BALDWIN FIELD (UIN) ORIG 07242 (FAA)

NOTE: Rwy 4, multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL, Rwy 18. multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. Rwy 22, tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. Rwy 36, multiple trees beginning 4' from departure end of runway, 165'

RACINE. WI

JOHN H. BATTEN (RAC) AMDT 4 84243 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.22, 300-1.

right of centerline, up to 91' AGL/820' MSL.

RANTOUL. IL

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FLD (TIP)

ORIG 08101 (FAA)

NOTE: Rwy 9, Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

REEDSBURG.WI

REEDSBURG MUNI (C35) AMDT 1 85325 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 400-1. Rwy 36, 300-1. DEPARTURE PROCEDURE: Rwy 25, climb to 2300 on runway heading before turning northbound. Rwy 36, climb to 2300 on runway heading before turning westbound.

RHINELANDER, WI

RHINELANDER-ONEIDA COUNTY (RHI) AMDT 3 98225 (FAA)

DEPARTURE PROCEDURE: Rwys 9, 15, climb runway heading to 3900 before turning north.



RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD) ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

conditions.
DEPARTURE PROCEDURE: **Rwy 1**, for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field

visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. Rwy 31, climb via heading 310° to 1900 before turning left.

NOTE: Rwy 13. trees 1550' from departure end of

NOTE: Rwy13, trees 1550 from departure end of runway, 200 right of centerline, 67 'AGL/1167' MSL. Rwy19, trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. Rwy31, trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)

AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: Rwys 9,17, NA. Rwy 27, 400-2 or std. with a min. climb of 491' per NM to 1300. Rwy 35, 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

ROBINSON MUNI (RSV)

ORIG 08269 (FAA)

NOTE: Rwy 9, trees 2285' from departure end of runway, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. Rwy 17, tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. Rwy 27, trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. Rwy 35, road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

ROCHELLE.IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: Rwy 7, tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD (3K6)

ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: Rwv 13. 300-1.

SALEM, IL

SALEM-LECKRONE (SLO) AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-2 or std. with a min. climb of 280' per NM to 900.

SHAWANO, WI

SHAWANO MUNI (EZS) AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: Rwy11,600-3 or std. w/min. climb of 329' per NM to 1600. Rwy17,300-2 or std. w/min. climb of 245' per NM to 1200. Rwy29,300-1½ or std. w/min. climb of 248' per NM to 1100. NOTE: Rwy11, tower 2 3 NM from departure end of

runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. Rwy 17, multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL, Elevator 5839' from departure end of runway, 738' right of centerline. 149' AGL/979' MSL, Rwy 29, multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019'MSL. Rwy 35, ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/ 869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway. 724' left of centerline, up to 100' AGL/909'

SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM) ORIG 07074 (FAA)

NOTE: Rwv 3, tree 1656' from departure end of runway. 780' left of centerline, 78' AGL/837' MSL, Rwv 13. multiple trees beginning 43' from departure end of runway, 9' left of centerline, up to 47' AGL/796' MSL. Road 966' from departure end of runway, 757' left of centerline, 15' AGL/764' MSL. Road 575' from departure end of runway, 650' right of centerline, 15' AGL/764' MSL. Rwv 21. road 19' from departure end of runway. 504' right of centerline, 15' AGL/764' MSL. Multiple trees beginning 230' from departure end of runway, 291' right of centerline, up to 73' AGL/789' MSL. Road 112' from departure end of runway, 529' left of centerline, 15' AGL/764' MSL. Obstruction light on localizer 157' from departure end of runway, 4' left of centerline, 11' AGL/ 750' MSL. Tree 1709' from departure end of runway, 177' left of centerline, 82' AGL/791' MSL. Rwy 31, road 58' from departure end of runway, 500' left of centerline, 15' AGL/774' MSL. Multiple trees and pole beginning 480' from departure end of runway, 56' left of centerline, up to 82' AGL/831' MSL. Tower 4680' from departure end of runway, 1017' left of centerline, 140' AGL/889' MSL. Tree 2302' from departure end of runway, 61' right of centerline, 72' AGL/821' MSL.



SHELL LAKE, WI

SHELL LAKE MUNI (SSO) ORIG 08045 (FAA)

TAKE-OFF MINIMI IMS: Rwv 14 200-11/2 or std w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 2001/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway Rwv32, 200-1 1/4 or std, w/min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200 / NM climb gradient takeoff must occur no later than 2000' prior to departure end of runway. NOTE: Rwv 14. Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/ 1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. Rwv 32. vehicle and road 84' from departure endof runway, 3' left of centerline, up to 15' AGL/1264' MSL, Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/ 1272' MSL. Trees 2467' from departure end of

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD ORIG 04106 (FAA)

runway, 853' right of centerline, up to 100' AGL/

1349' MSL. Trees 2645' from departure end of

runway, 100' left of centerline, up to 100' AGL/1419'

TAKE-OFF MINIMUMS: Rwy 18, 300-1.

SPARTA, WI

SPARTA/FORT MC COY (CMY) AMDT 1 90123 (FAA)

DEPARTURE PROCEDURE: Rwvs 1.11.29. climb on runway heading to 1400' before turning on course.

SPRINGFIELD.IL

ABRAHAM LINCOLN CAPITAL (SPI) ORIG 05300 (FAA)

NOTE: Rwy 4, multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. Rwv 13. bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL, Rwv 18, tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/ 659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM form departure end of runway, 1,2 NM left of centerline. 405' AGL/1000' MSL. Rwy 31, multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL, Rwv 36. multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670'

MSL. Rod on tower 2397' from departure end of runway 501 right of centerline 55 AGL /653 MS

STERLING-ROCKEALLS.II.

WHITESIDE COUNTY-JOSEPH H. BITTORE FIELD (SQI)

ORIG 08325 (FAA)

NOTE: Rwy7, elevator 3095' from departure end of runway 1099 right of centerline 91 AGI /741 MSI Rwv 18, vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL, Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway. 120' right of centerline, 29' AGL/669' MSL, Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. Rwy 25, multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL. Rwy 36, vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL, Tree 564' from departure end of runway, 103' right of centerline, 11' AGI /662'MSI

STEVENS POINT, WI

STEVENS POINT MUNI (STE) ORIG 09015 (FAA)

NOTE: Rwv 3, trees beginning 1175' from departure end

of runway, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from departure end of runway 556' right of centerline, 62' AGL/1181' MSL. Rwv 21, trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline unto 45' AGI /1153' MSI Rwv 12, poles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL, Trees beginning 757' from departure end of runway, 27' right of centerline. up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. Rwv 30, building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL, Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81'AGL/1210'MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE) ORIG 07242 (FAA)

DEPARTURE PROCEDURE: Rwy 2, climb heading 016° to 1700 before turning east.

NOTE: Rwy 2, 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. Rwy 10, 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. Rwy 20, multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. Rwy 28, vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.



SUPERIOR.WI

RICHARD I BONG (SUW) AMDT 5 98281 (FAA)

DEPARTURE PROCÉDURE: Rwv 3. climb runwav heading to 2500 before turning west Rwv 31, climb runway heading to 2500 before turning north

TAYLORVILLE, IL

TAYLORVILLE MUNI (TAZ)

ORIG 05300 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27. NA-no survey

NOTE: Rwv 18, numerous trees 1000' from departure end of runway from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL, Rwy 36. numerous trees 1580' from departure end of runway. from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAHAWK, WI

TOMAHAWK RGNL (TKV)

ORIG 08269 (FAA)

NOTE: Rwv 9, tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. Rwy 27, tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL, Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGI /1495'MSI

VIROQUA, WI

VIROQUA MUNI (Y51)

ORIG-A 07298 (FAA)

TAKE-OFF MINIMUMS: Rwvs 2.20. NA-unsurveved turfrunways. Rwy 11, NA. Obstacle.

VOLK FIELD (KVOK)

CAMP DOUGLAS, WI. 07186

TAKE-OFF OBSTACLES: Rwv 27: Trees 80 AGL/1019' MSL, 2537' from DER, 983' right of centerline, Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. Rwy 9: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline

WATERTOWN, WI

WATERTOWN MUNI (RYV)

DEPARTURE PROCEDURE: Rwy 5, climb runway heading to 2500 before heading west, Rwy 29, climb runway heading to 2500 before turning north.

WAUKESHA WI

WAUKESHA COUNTY (UES) AMDT 6 09127(FAA)

TAKE-OFF MINIMUMS: Rwv 10, 400-21/2 or std. with a min_climb of 316' per NM to 1400 NOTE: Rwv 10, light pole 146' from DER, 326' left of

centerline 9'AGI /918'MSI Light pole 560'from DER 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER 275' left of centerline 16' AGI / 925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER 16' left of centerline up to 54'AGL/983'MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL, Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline 272' AGI /1238' MSI Rwy 18, vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSI_Bush 746' from DER_107' right of centerline_9' AGL/938' MSL, Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL, Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/ 956 MSI Pole 1976 from DER 304 left of centerline 48' AGI /967' MSI Pole 2026' from DER 196' right of centerline, 62' AGL/981' MSL, Tower 2010' from DER. 932' left of centerline 66' AGL/984' MSL Rod on stack 4489' from DER 657' left of centerline 118' AGL/1037' MSL, Rwy 28, vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL, Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL, Rwv 36, rod on pole 401' from DER, 555' left of centerline, 46' AGL/ 945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL, Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI

WAUPACA MUNI (PCZ)

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: Rwv 28, 300-2 or std with a min, climb of 317' per NM to 1300.

NOTES: Rwv 10, trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. Rwy 13. road and vehicle 240' from departure end of runway. 275' right of centerline, 29' AGL/832' MSL, Rwy 28. trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL, Rwv 31, trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI

WAUSAU DOWNTOWN (AUW)

AMDT 4 86044 (FAA)

TAKE-OFF MINIMUMS: Rwy 30, 300-1. Rwy 4, 400-1. Rwy 12, 300-1. Rwy 22, 700-1. DEPARTURE PROCEDURE: All runways: West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course.

Rwy 4, North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.

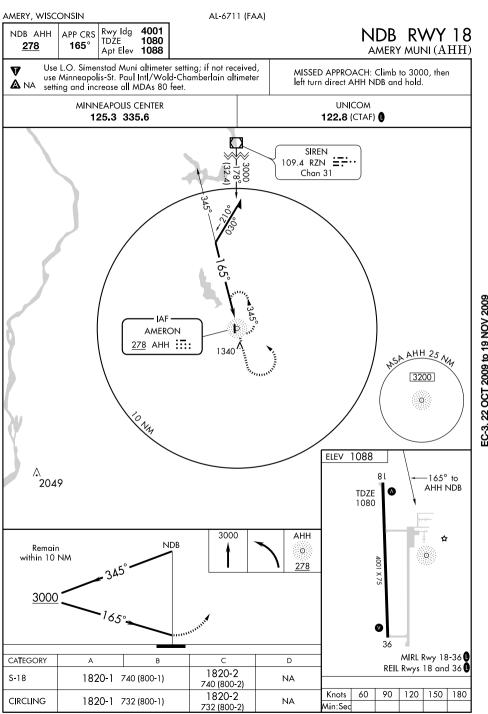


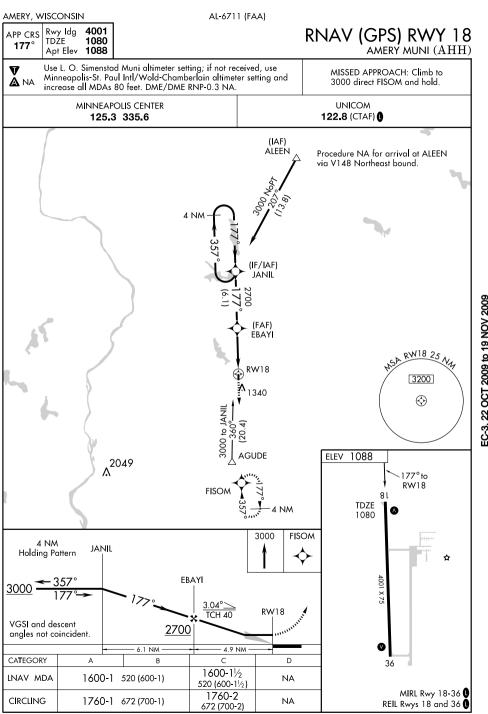
WAUTOMA, WI WAUTOMA MUNI (Y50)

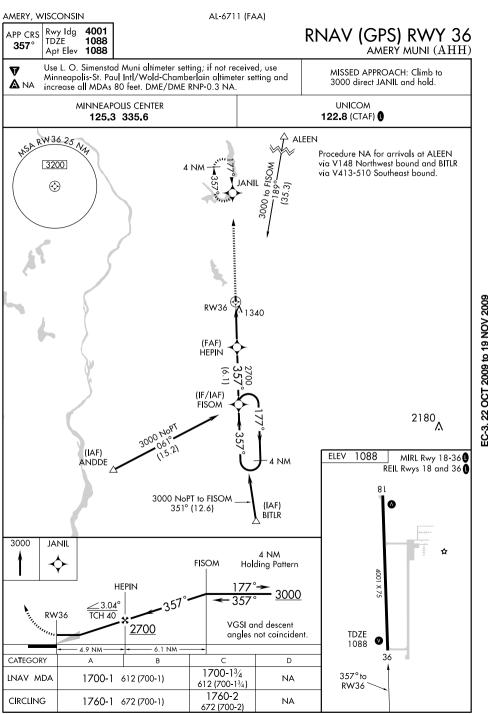
ORIG 98225 (FAA)

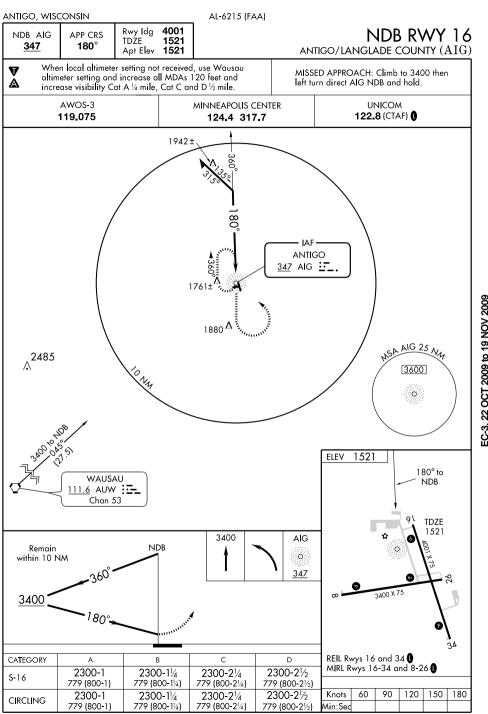
DEPARTURE PROCEDURE: Rwy 31, climb runway heading to 1800 before turning north.

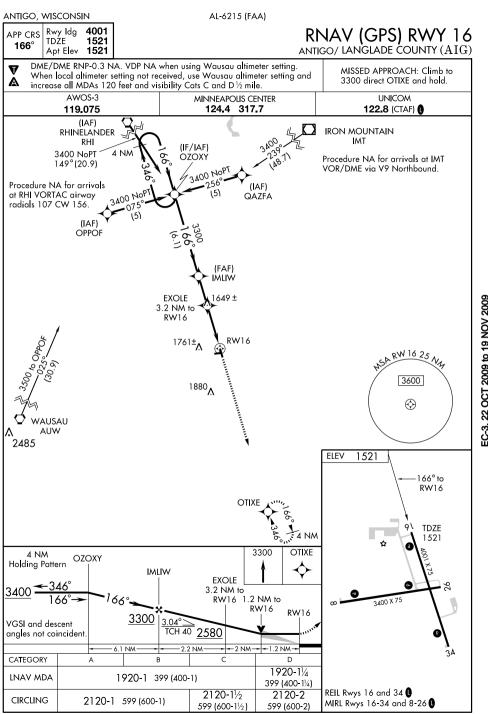
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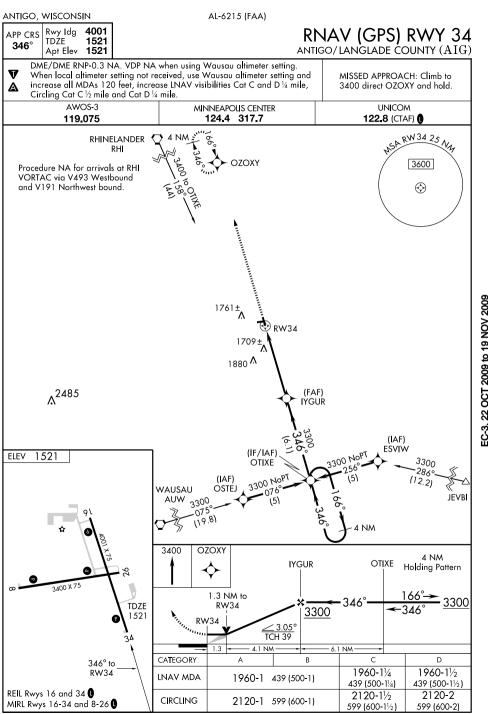


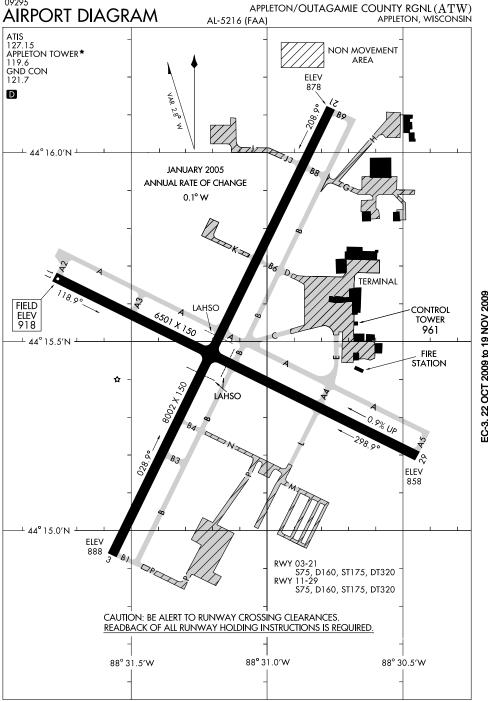


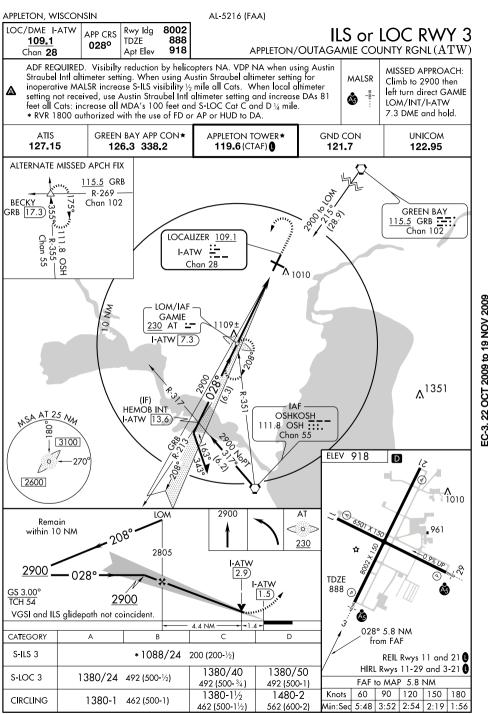


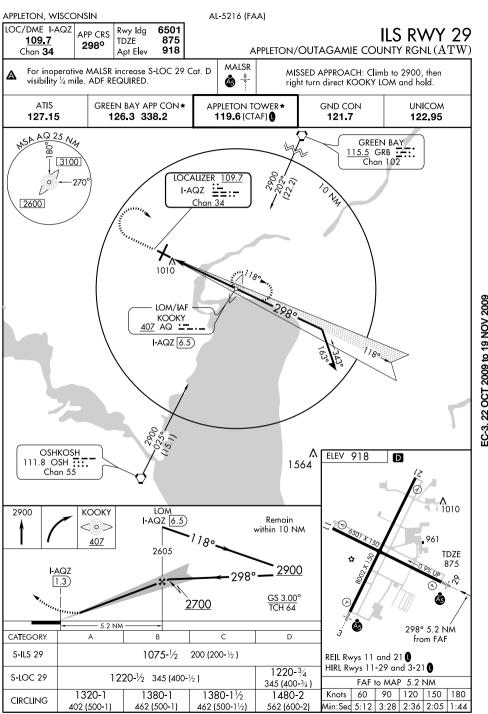


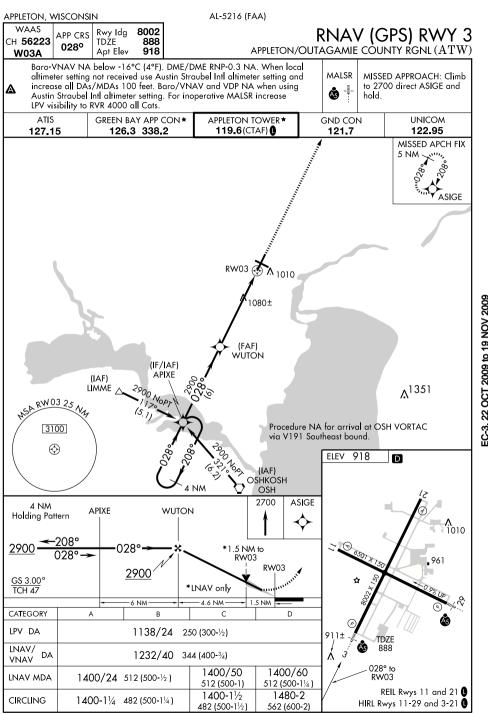


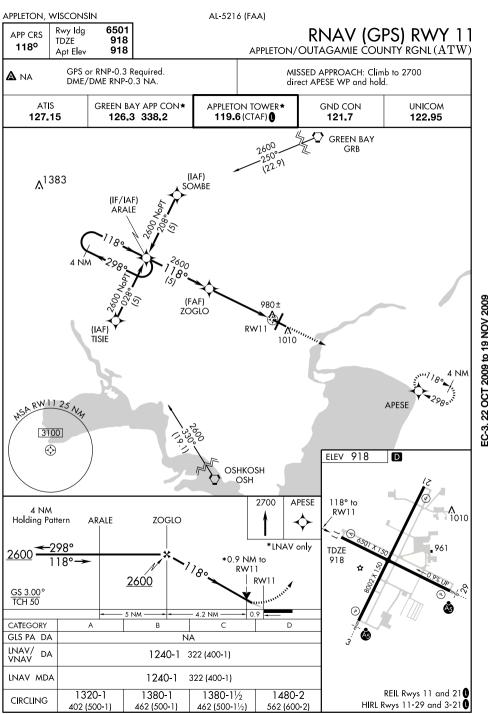


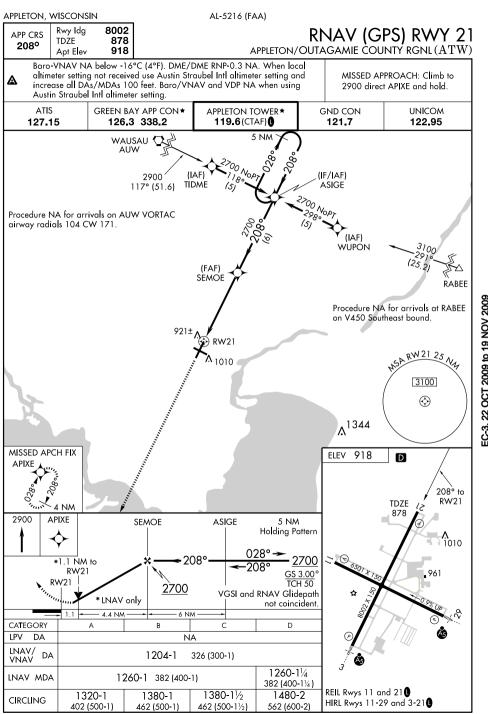


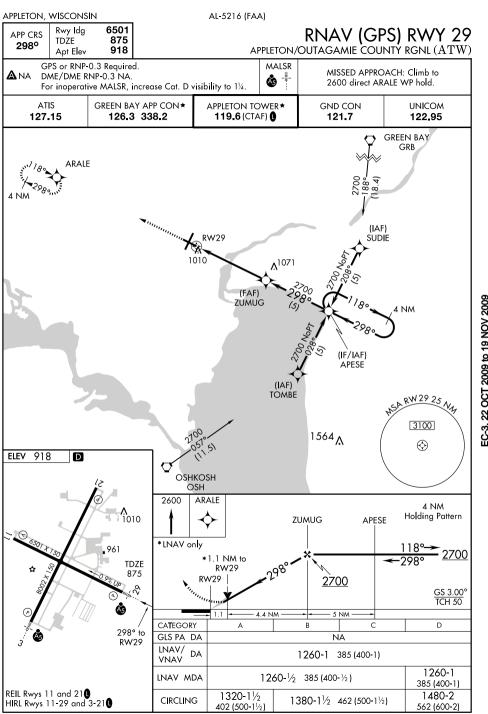


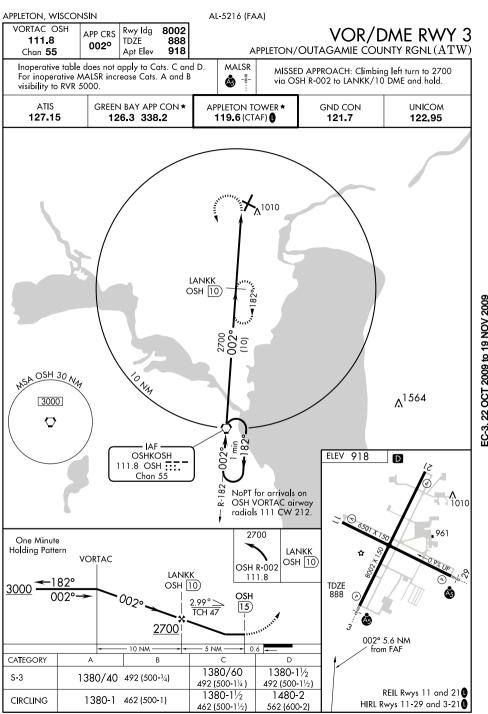


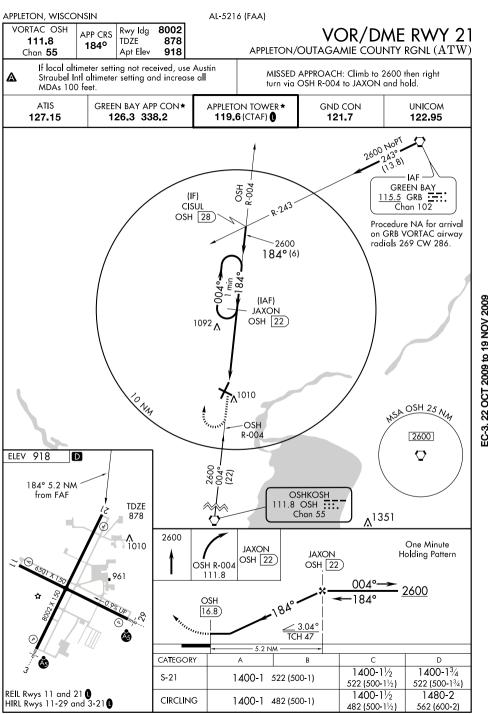


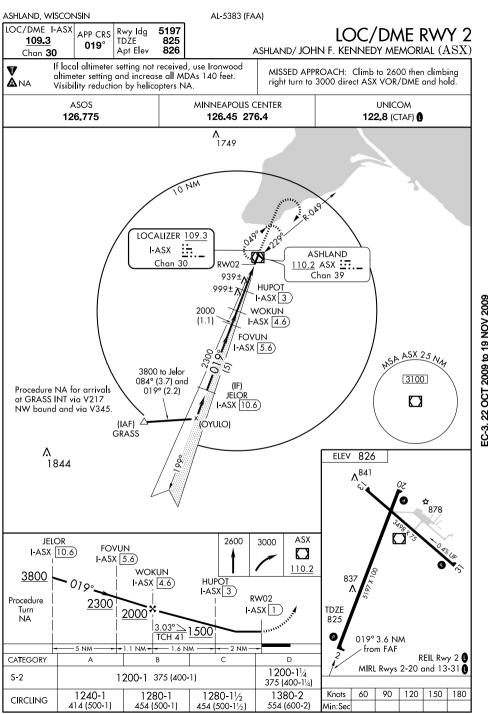


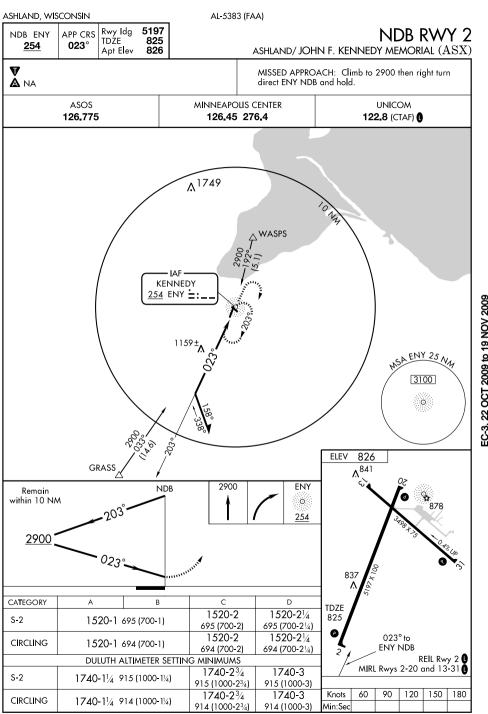












ASHLAND, WISCONSIN AL-5383 (FAA) WAAS 5197 Rwy Ida RNAV (GPS) RWY 2 APP CRS CH 72707 826 TDŹE 019° ASHLAND/JOHN F. KENNEĎY MEMÔRIAL (ASX)W02A Apt Elev 827 Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME MISSED APPROACH: V RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not Climb to 3200 direct received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and A HOSUT and hold LNAV/VNAV all Cats. visibility $\frac{1}{2}$ mile, increase all MDAs 140 feet and LNAV Cats. C and D visibility ½ mile, and Circling Cats. C and D visibility ¼ mile. ASOS MINNEAPOLIS CENTER UNICOM 126.775 126.45 276.4 122.8 (CTAF) (MISSED APCH FIX 1049± HEPED 1109± 2.7 NM to RW02 (FAF) ELICU (IAF) FC-3 22 OCT 2009 to 19 NOV 2009 ARW02 25 Ny 3100 \odot (IF/IAF FOMIC Procedure NA for arrival on HYR VOR/DME airway radials ↑ ₁₉₅₀ 031 CW 057. 30,200 ERIYI 827 (IAF) **ELEV** HAYWARD HYR ۸⁸⁴¹ 3200 HOSUT 4 NM Holding Pattern **FOMLO** 878 FIICU *LNAV only **HEPED** 2.7 NM to RW02 **RW02** GS 3.00° 3000 TCH 41 *1700 837 6 NM 3.9 NM 2.7 D CATEGORY LPV DA 1162-11/4 336 (400-11/4) INAV/ DA **TDZE** 1183-11/4 357 (400-11/4) 826 VNAV 1300-11/2 1300-11/4 LNAV MDA 1300-1 474 (500-1) 019° to 474 (500-11/4) 474 (500-11/2) **RW02** REIL Rwy 2 1300-11/2 1380-2 1300-1 473 (500-1) CIRCLING 473 (500-11/2) 553 (600-2) MIRL Rwys 2-20 and 13-31

ASHLAND, WISCONSIN AL-5383 (FAA) WAAS Rwy Ida 3498 RNAV (GPS) RWY 13 APP CRS CH 61107 827 TDŻE 128° ASHLAND/JOHN F. KENNEDY MEMORIAL (ASX) Apt Elev 827 W13A Baro-VNAV NA when using Ironwood altimeter setting. For Uncompensated Baro-VNAV systems, MISSED APPROACH: LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter Climb to 3500 direct JILUL and hold. setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats, visibility ½ mile, increase all MDAs 140 feet and LNAV Cats. C and D visibility ½ mile and Circling Cat. D visibility ¼ mile. ASOS MINNEAPOLIS CENTER UNICOM 126.775 126.45 276.4 122.8 (CTAF) 0 ^¹⁷⁴⁹ (IF/IAF) JAVUT Procedure NA for arrivals at WASPS via V191-430 Eastbound. 1329± (IAF) (FAF) KIGCE HAKÉF TOVLE 926± 3 NM to FC-3 22 OCT 2009 to 19 NOV 2009 RW13 INNINANANA NA SARW 13 25 Ny 3100 ♦ Procedure NA for arrivals at GRASS via V217 Southeast bound and V345 Southwest bound ELEV 827 GRASS 841 TDZE 3500 JILUL 4 NM Holding Pattern 827 128° to JAVUT RW13 3500 878 **KIGCE** * LNAV only TOVLE 3 NM to **RW13** RW13 2900 GS 3.00° *1820 TCH 40 837 6 NM 3.3 NM C D CATEGORY LPV DA 1155-11/4 328 (400-11/4) LNAV/ DA 1196-11/4 369 (400-11/4) VNAV 1200-11/4 LNAV MDA 1200-1 373 (400-1) 373 (400-11/4) REIL Rwy 2 1240-1 1280-1 1280-11/2 1380-2 CIRCLING MIRL Rwys 2-20 and 13-310 413 (500-1) 453 (500-1) 453 (500-11/2) 553 (600-2)

ASHLAND, WISCONSIN AL-5383 (FAA) WAAS Rwy Ida 5197 RNAV (GPS) RWY 20 APP CRS CH 90307 827 TDŻE 199° ASHLAND/JOHN F. KENNEDY MEMORIAL (ASX)Apt Elev 827 W20A Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility MISSED APPROACH: V reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter Climb to 3600 direct setting and increase all DAs 132 feet and LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. A FOMLO and hold. visibility ¼mile, increase all MDAs 140 feet and LNAV Cat. C and D visibility ½mile and Circling Cat. D visibility 4 mile. UNICOM ASOS MINNEAPOLIS CENTER 126.775 126.45 276.4 122.8 (CTAF) (3200 NOPT (IF/IAF) HOSUT 1749 FÉSMU (FAF) IRORE **IRONWOOD IWD** Procedure NA for arrival on IWD VORTAC airway radials 240 CW 280. RW 20 25 NA Procedure NA for arrival at 3100 GRASS via V345 Southwest MISSED APCH FIX bound. **FOMLO** \odot GRASS 827 **ELEV** 199° to **RW20** 3600 FOMLO ۸⁸⁴¹ 4 NM **TDZE** Holding Pattern **HOSUT** 827 **IRORF** 878 3200 RW20 GS 3.00° TCH 34 2500 837 5.1 NM 6 NM С CATEGORY 1187-11/4 LPV DA 360 (400-11/4) INAV/ DA 1209-11/2 382 (400-11/2) VNAV 1200-11/4 LNAV MDA 1200-1 373 (400-1) 373 (400-11/4) REIL Rwy 2 1240-1 1280-1 1280-11/2 1380-2 CIRCLING MIRL Rwys 2-20 and 13-31 453 (500-1) 453 (500-11/2) 413 (500-1) 553 (600-2)

EC.3, 22 OCT 2009 to 19 NOV 2009

ASHLAND/JOHN F. KENNEDY MEMORIAL (ASX)

EC.-3 22 OCT 2009 to 19 NOV 2009

Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility MISSED APPROACH: reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter Climb to 3500 direct setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats visibility ½ mile. Δ JAVUT and hold. increase all MDAs 140 feet and LNAV Cat. D visibility ½ mile, LNAV Cat. C and Circlina Cat. D visibility ¼ mile. ASOS MINNEAPOLIS CENTER UNICOM 126,775 126.45 276.4 122.8 (CTAF) 0 <u>-</u> ∧¹⁷⁴⁹ JAVUT Procedure NA for arrival at WASPS via V191-430 Westbound. WASPS Annananan X 926± RW31 SARW31 25 NZ 3100 (FAF) 979±∧ OPITE **(** Procedure NA for arrival at ERIYI via V413 Southwest bound. (IF/IAF) JILUL 4 NM Procedure NA for arrival at GRASS via V345 Southwest bound. 3600 GRASS, 086° (IAF) (13.9) GEYEC 827 **ELEV** 3500 JAVUT 4 NM Holding Pattern JILUL ۸⁸⁴¹ OPITE 3500 **☆** 878 **RW31** 2600 5.4 NM 6 NM **TDZE** CATEGORY В 837 LPV DA 1120-1293 (300-1)

1189-11/4

1280-1

453 (500-1)

1240-1 413 (500-1)

1240-1

413 (500-1)

362 (400-11/4)

1280-11/2

453 (500-11/2)

1240-11/4 413 (500-11/4)

1380-2

553 (600-2)

309° fo

RW31

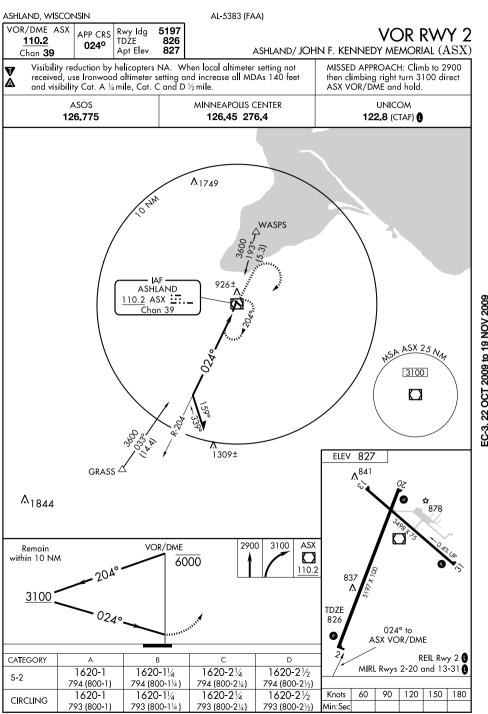
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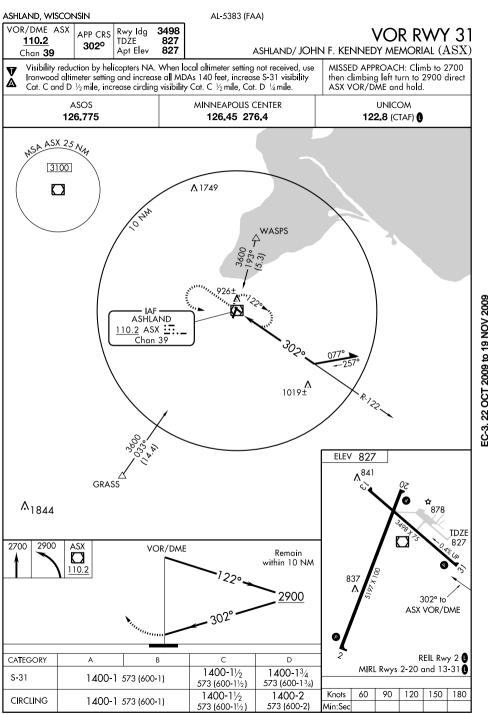
MIRL Rwys 2-20 and 13-31

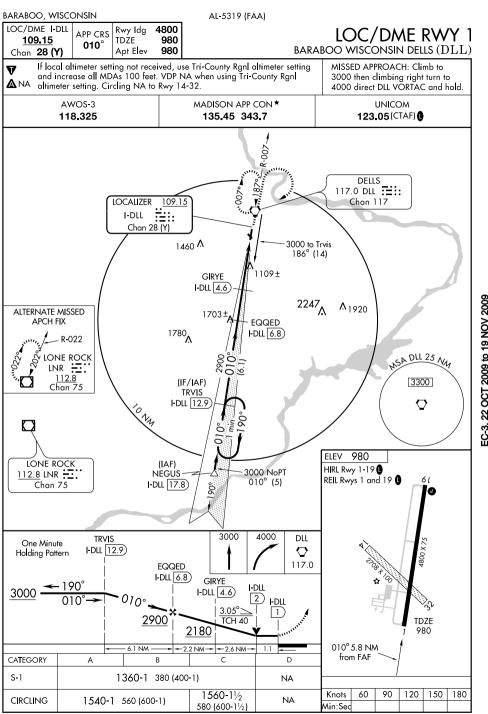
LNAV/

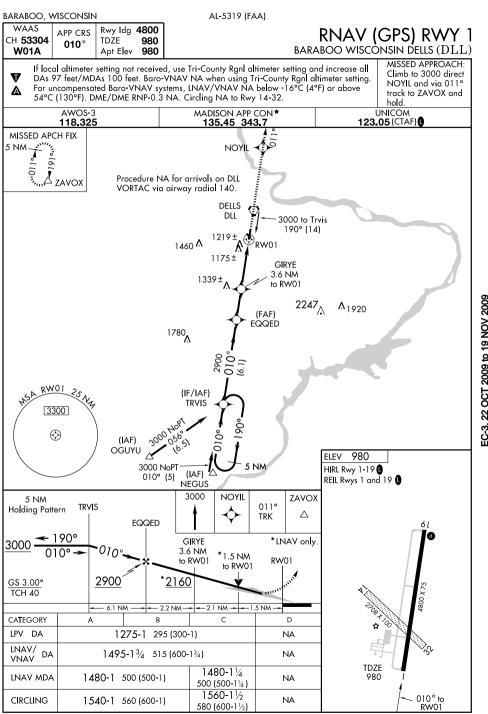
CIRCLING

DA VNAV **LNAV MDA**

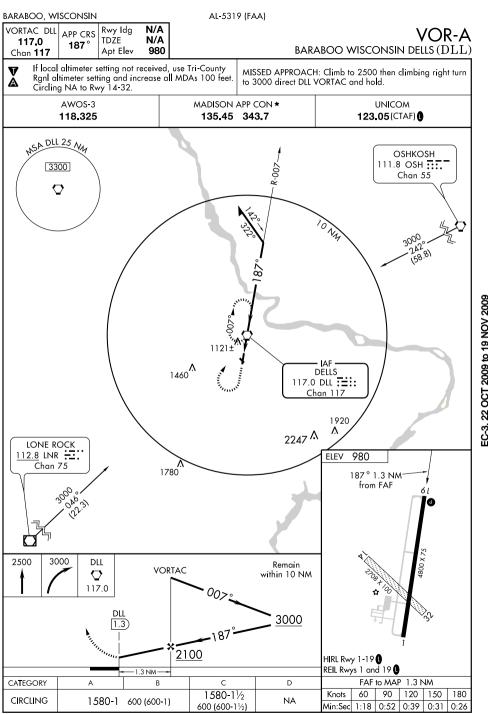


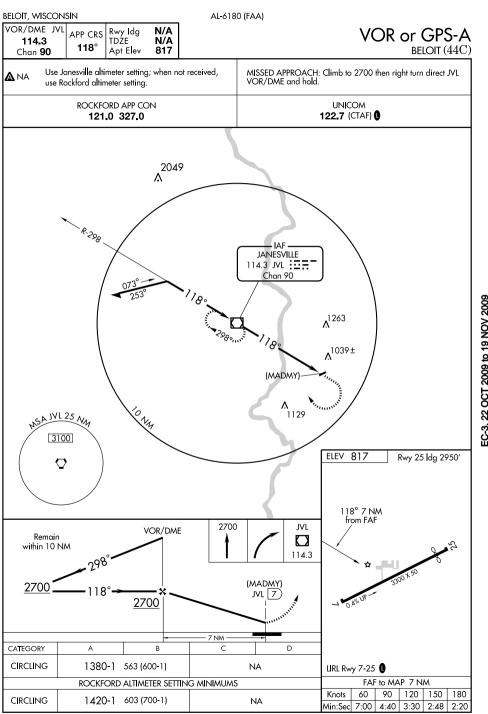


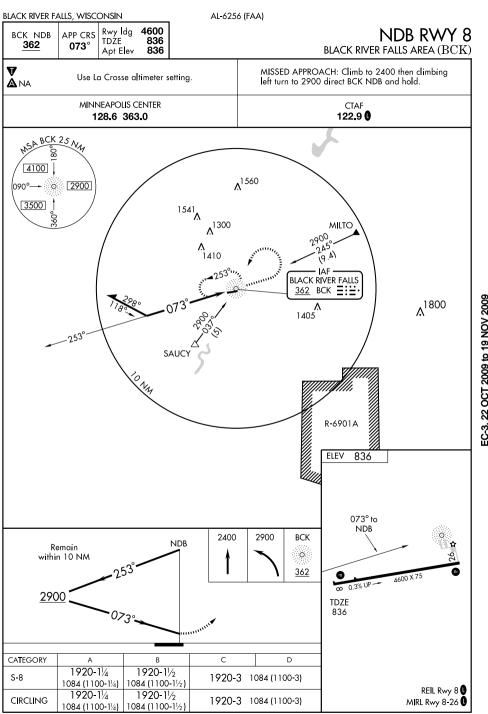


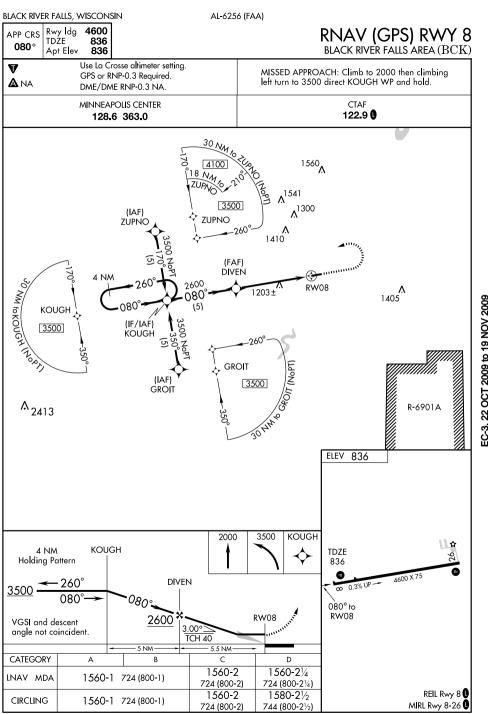


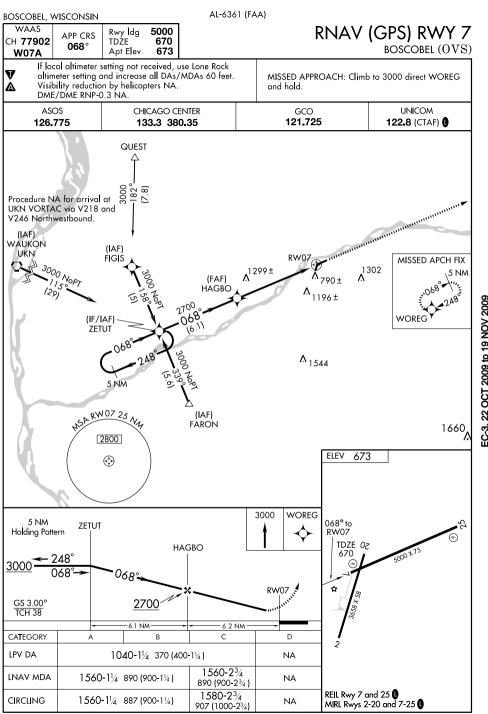
BARABOO, WISCONSIN AL-5319 (FAA) RNAV (GPS) RWY 19 BARABOO WISCONSIN DELLS (DLL) Rwy Ida 4800 APP CRS TDŹE 980 190° Apt Elev 980 V If local altimeter setting not received, use Tri-County Rgnl altimeter setting MISSED APPROACH: Climb to and increase all MDAs 100 feet. Visibility reduction by helicopters NA. 3000 direct TRVIS and hold. Δ Circling NA to Rwy 14-32. DME/DME RNP-0.3 NA. AWOS-3 MADISON APP CON ★ UNICOM 118.325 123.05 (CTAF) 135.45 343.7 5 NM NoPT for arrival at ZAVOX (IF/IAF) on V228 Southbound. ŻAVOX 2900 191° (6.1) (FAF) NOYÍL FC-3 22 OCT 2009 to 19 NOV 2009 **TECYO** 3 NM to RW19 RW19 (1169± **^**Λ 1460 SA RW19 25 Ny 2247 **∧** 1920 980 **ELEV** 3300 MISSED APCH FIX Λ 1780 (\diamondsuit) 190° to RW19 TDZE 5 NM 980 5 NM 3000 **TRVIS** Holding Pattern ZAVOX 4800 X 75 NOYIL **TECYO** 3 NM to RW19 **RW19** 2900 VGSI and descent <u>∠ 3.05</u>° TCH 40 angles not coincident. 1960 3 NM 2.8 NM 6.1 NM CATEGORY D 1420-11/4 LNAV MDA 1420-1 440 (500-1) NA 440 (500-11/4) HIRL Rwy 1-19 (1560-11/2 NA CIRCLING 1540-1 560 (600-1) REIL Rwys 1 and 19 🗓 580 (600-11/2)

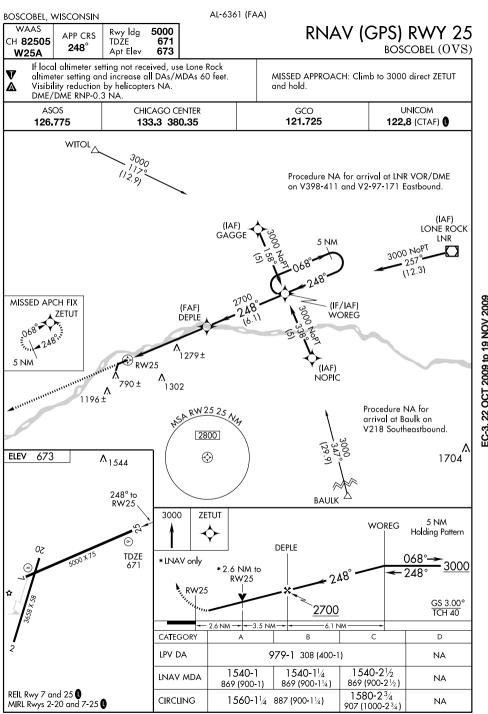


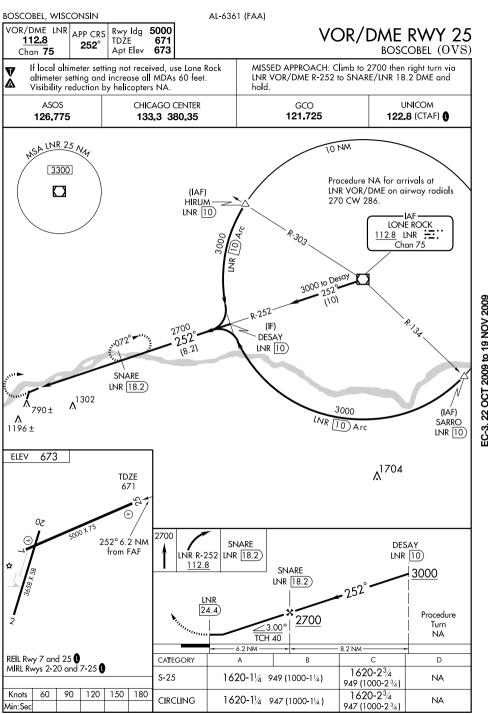


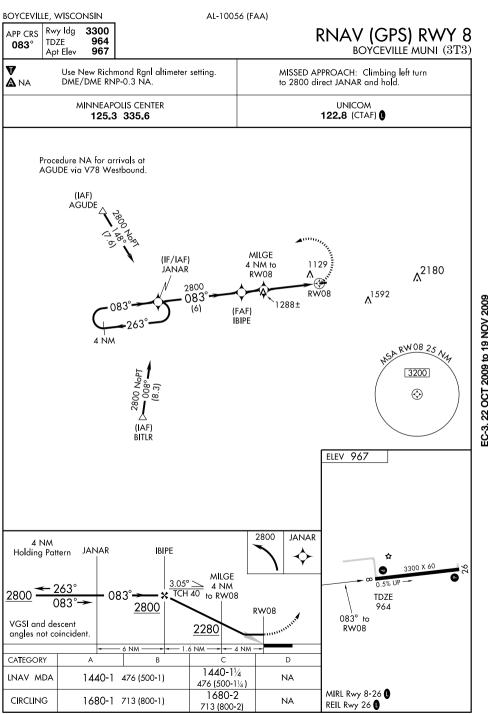


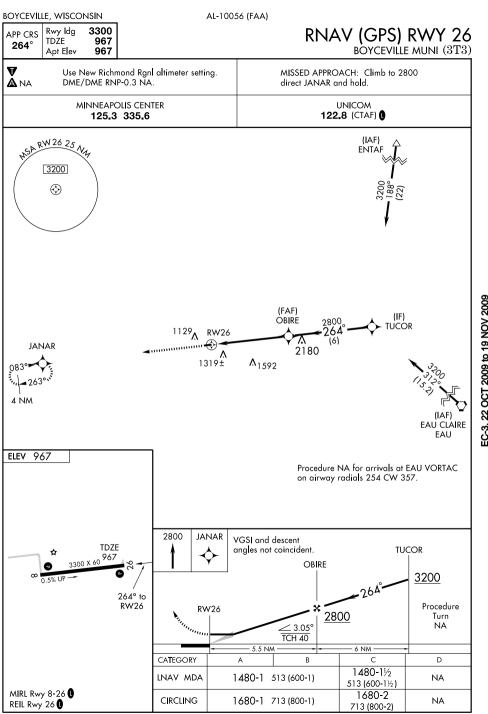


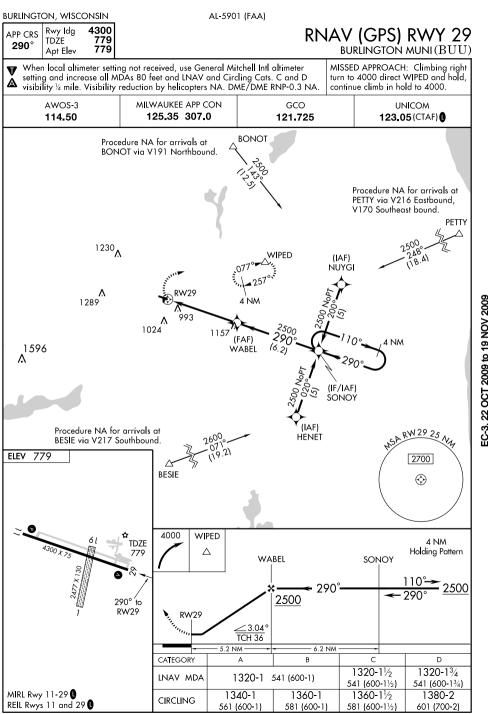


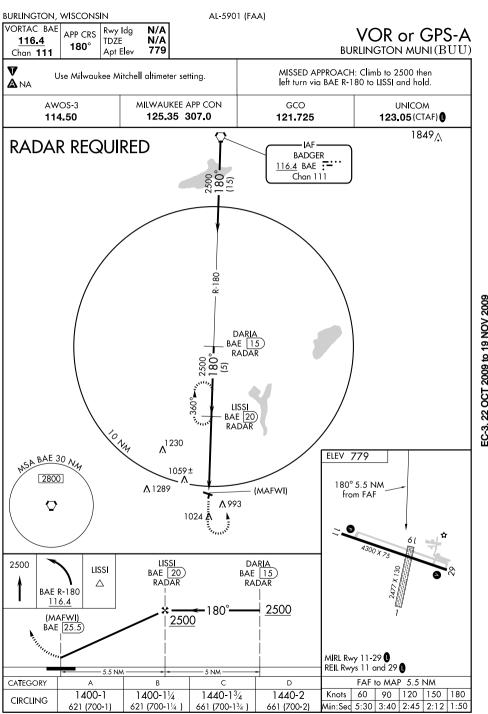


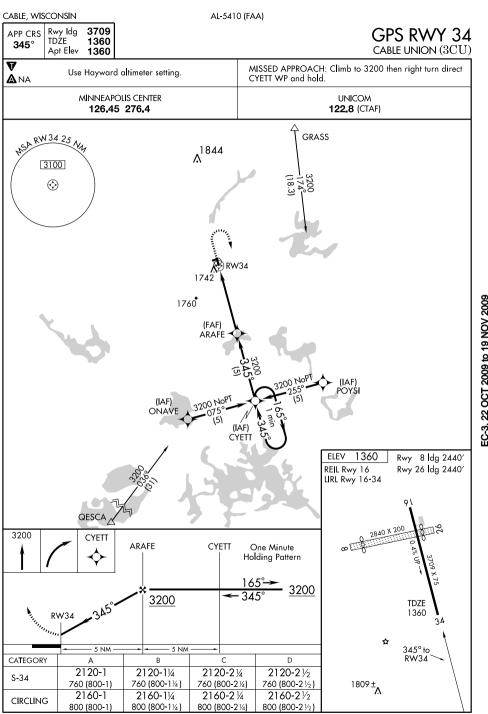


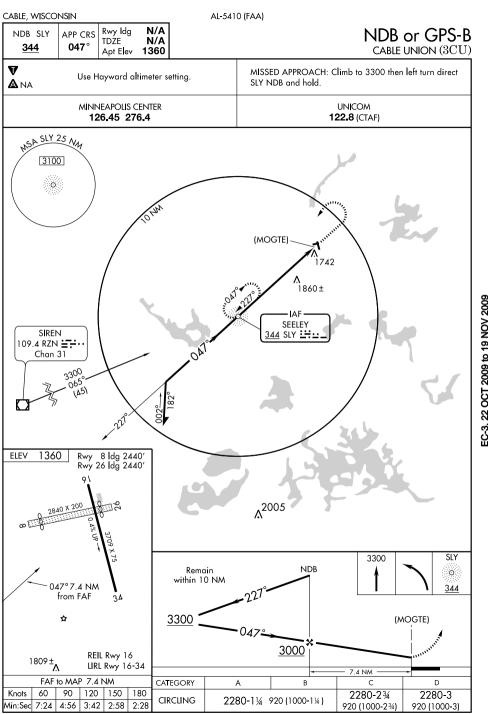


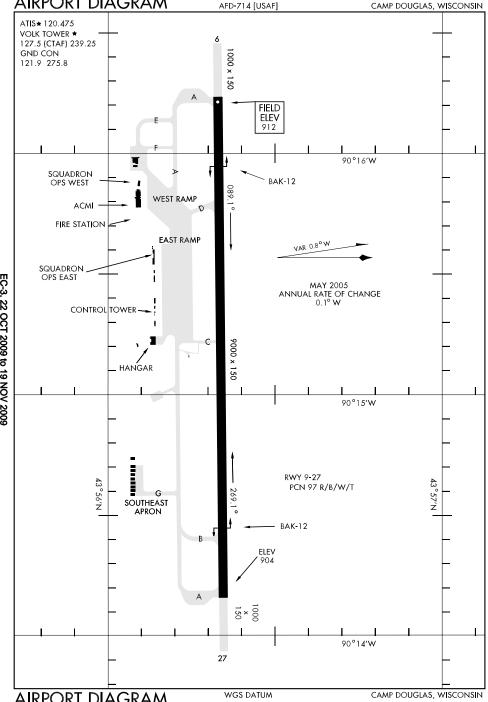


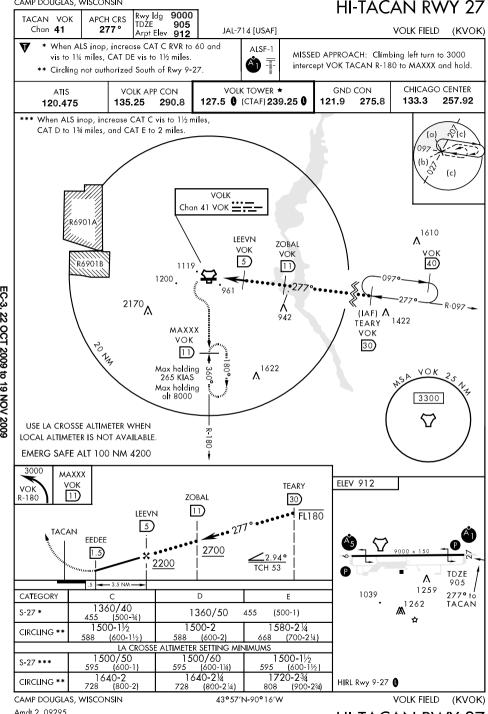


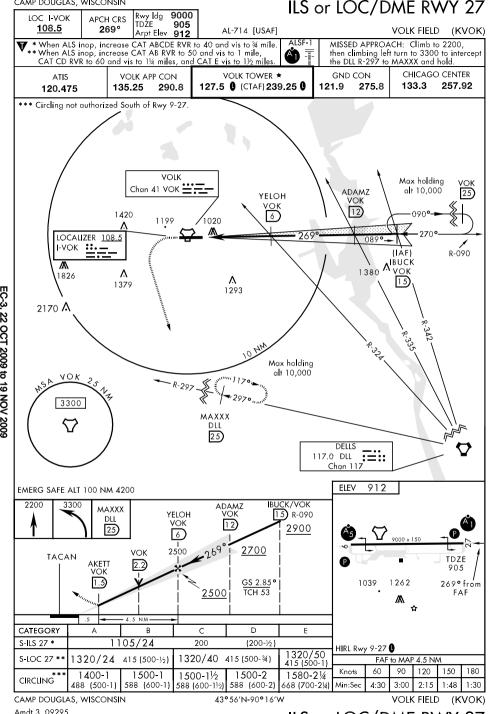


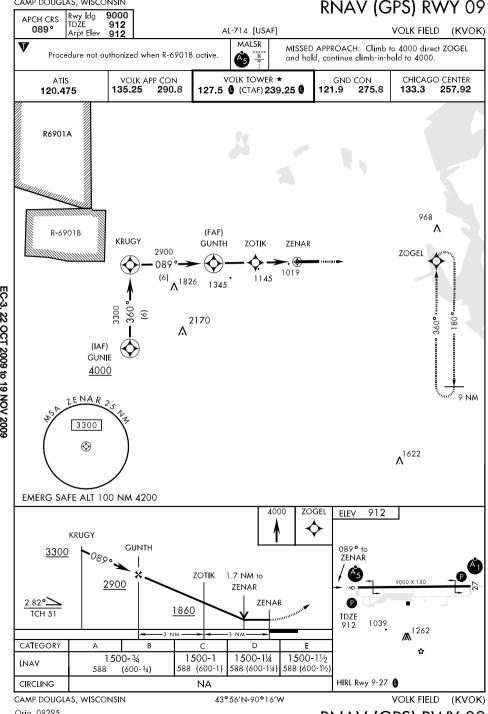


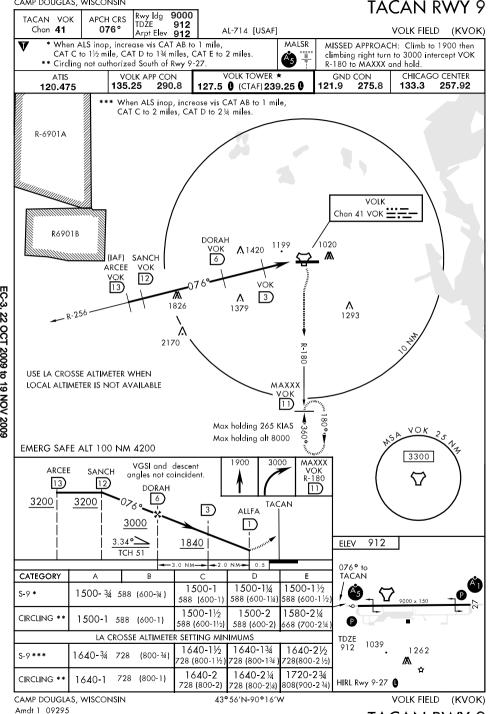


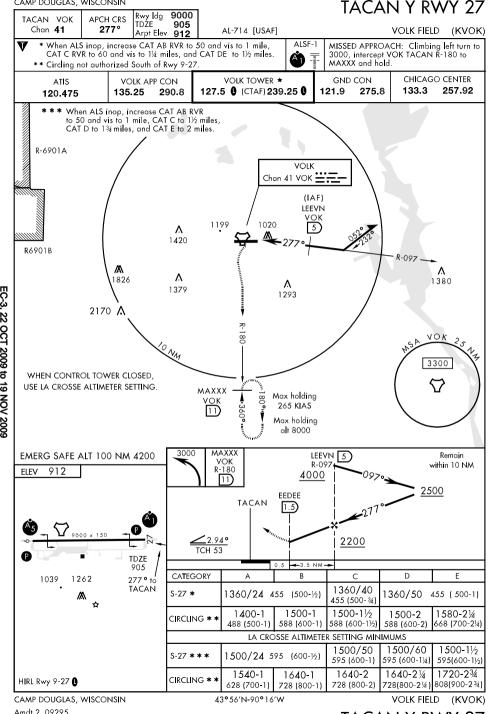












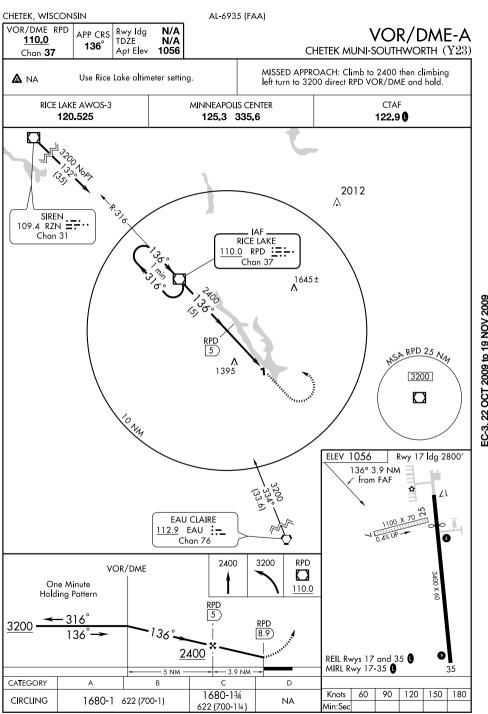
CAMP DOUGLAS, WISCONSIN TACAN Z RWY 27 Rwy Idg TDZE 9000 TACAN VOK APCH CRS 905 Chan **41** 277° **VOLK FIELD** (KVOK) AL-714 [USAF] Arpt Elev 912 When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, ALSF-1 V MISSED APPROACH: Climbing left turn to CAT C RVR to 60 and vis to 11/4, CAT DE to 11/2 miles. 3000, intercept VOK TACAN R-180 to ** Circling not authorized South of Rwy 9-27. MAXXX and hold. CHICAGO CENTER VOLK TOWER * GND CON ATIS VOLK APP CON 127.5 0 (CTAF) 239.25 0 121.9 275.8 133.3 257.92 290.8 120.475 135.25 When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C 4000 vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. (IAF) ŻACĆK VOK \Box USE LA CROSSE ALTIMETER WHEN R-360 LOCAL ALTIMETER NOT AVAILABLE VOLK Chan 41 VOK LEEVN Λ¹⁴²⁰ VOK 1199 1020 $\left[5\right)$ LR-086 ZOBAL VOK [11) Λ¹³⁷⁹ ۸¹²⁹³ R-097 1380 (IAF) 4000 LR-108. PEKAY vo_k VOK 15 3300 10KD bic (IAF) MAXXX Max holding VOK **265 KIAS** \Box EMERG SAFE ALT 100 NM 4200 Max holding 180 4000 alt 8000 3000 MAXXX VOK R-180 ZOBAL \Box **LEEVN** ELEV 912 5) 2800 EEDEE TACAN 2200 **_**2.94° TCH 53 9000 x 150 -3.5 NM CATEGORY В D Е TDZE 905 1360/40 S-27 * 1360-50 455 (500-1)1360/24 455 (500-1/2) 277 ° to 455 (500-34) 1039 1262 TACAN 1400-1 1500-1 1500-11/2 1500 - 21580-21/4 Μ CIRCLING * 588 (600-1) 588 (600-11/2) 668 (700-21/4) 488 (500-1) 588 (600-2) LA CROSSE ALTIMETER SETTING MINIMUMS 1500/50 1500/60 1500-11/2 S-27 * * * 1500/24 595 (600-1/2) 595 (600-1) 595 (600-11/4) 595 (600-11/2) 1640-1 1640 - 2 1640-21/4 1720-234 1540-1 CIRCLING * 3 HIRL Rwy 9-27 () 728 (800-2) 628 (700-1) 728 (800-1) 728 (800-21/4) 808 (900-234) CAMP DOUGLAS, WISCONSIN 43°56'N-90°16'W VOLK FIELD (KVOK)

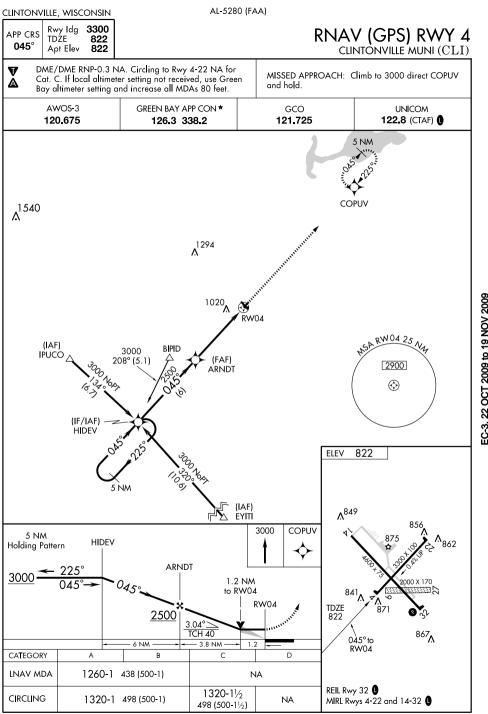
EC-3, 22 OCT 2009 to 19 NOV 2009

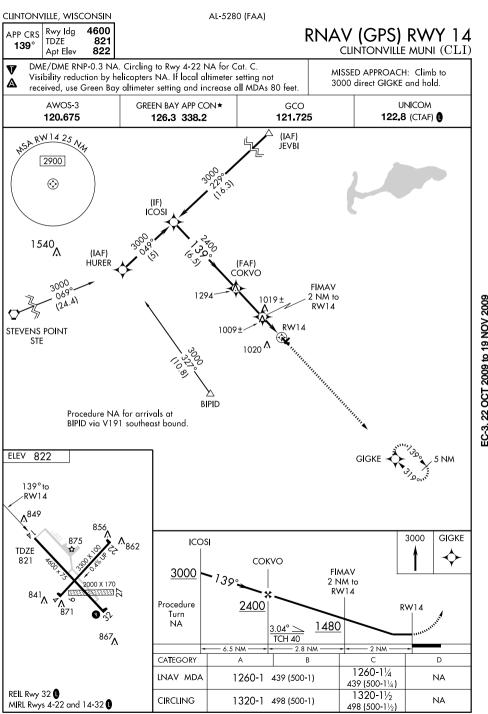
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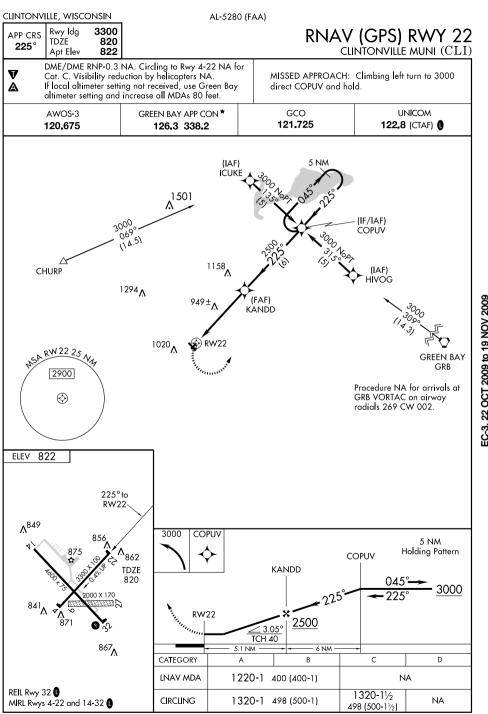
CHETEK, WISCONSIN AL- 6935 (FAA) Rwy Ida RNAV (GPS) RWY 17 2800 APP CRS TDŹE 1055 175° CHETEK MUNI-SOUTHWORTH (Y23) Apt Elev 1055 AF ARM APPROACH MODE PRIOR TO IAF. MISSED APPROACH: Climb to 3200 🛕 NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. direct IJPUD WP and hold. Use Rice Lake altimeter setting. RICE LAKE AWOS-3 MINNEAPOLIS CENTER CTAF 122.90 120.525 125.3 335.6 Procedure NA for arrivals ΙAF on HYR VOR/DME airway HAYWARD ΙAF radials 136 CW 256. HYR SIREN **RZN** 3300 NOPT Procedure NA for arrivals on 135.61 RZN VOR/DME airway radials 062 CW 182. (IF/IAF) NOMKÉ 2012 2900 175 (6) EC-3 22 OCT 2009 to 19 NOV 2009 ۸^{1645±} (FAF) ÈDILÉ **∧**1439 ± **ASOPE** 45A RW 17 25 1/2 3.5 NM to RW17 3200 RW17 \Diamond 1395 **ELEV 1055** Rwy 17 ldg 2800' 175° to **IJPUD** RW17 4 NM **TDZE** Z١ 1055 IJPUD 3200 4 NM NOMKE Holding Pattern **EDILE ASOPE** 3200 175 3.5 NM to RW17 2900 RW17 VGSI and descent TCH 40 2200 angles not coincident. 2.2 NM -- 3.5 NM -6 NM -D CATEGORY Α В 1640-11/2 NA LNAV MDA 1640-1 585 (600-1) 585 (600-11/2) 35 MIRL Rwy 17-35 🗓 1640-11/2 CIRCLING 1640-1 585 (600-1) NA REIL Rwys 17 and 35 🗓 585 (600-11/2)

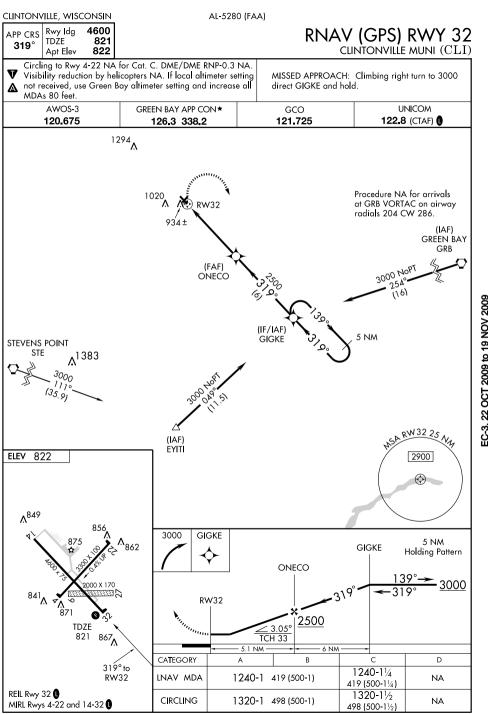
CHETEK, WISCONSIN AL- 6935 (FAA) Rwy Ida RNAV (GPS) RWY 35 3400 APP CRS TDŹE 1055 355° Apt E**l**ev CHETEK MUNI-SOUTHWORTH (Y23) 1055 Use Rice Lake altimeter setting. MISSED APPROACH: Climb to 3200 A NA GPS or RNP-0.3 Required. direct NOMKE WP and hold. DME/DME RNP-0.3 NA. RICE LAKE AWOS-3 CTAF MINNEAPOLIS CENTER 120.525 122.9 125.3 335.6 4 NM NOMKE **∧** 1645± 1395_^ RW35 **EBUVE** 1279± 2.1 NM to EC-3 22 OCT 2009 to 19 NOV 2009 RW35 1439± (FAF) AĞHÓD 3200 NoPT Procedure NA for arrival 085°(5) 6 at BOSEN on V78 W bnd. BOSEN 3200 (IAF) 083° KĖMĠE (17.8)(IF/IAF) IJPUD 2180 45A RW35 25 Ny **ELEV 1055** Rwy 17 ldg 2800' 3200 **(** (IAF) Procedure NA for arrivals EAU CLAIRE on EAU VORTAC airway EAU radials 276 CW 036. 3200 NOMKE 4 NM Holding Pattern **IJPUD** AGHOD **EBUVE** 355 2.1 NM to RW35 **RW35** 2900 3.05° VGSI and descent 1*74*0 angle not coincident. - 2.1 NM-- 3.5 NM -6 NM D **TDZE** CATEGORY Α 355° to ₽ 1055 1580-11/5 **RW35** 35 NA LNAV MDA 1580-1 525 (600-1) 525 (600-11/2) MIRL Rwy 17-35 1 1640-11/2 CIRCLING 1640-1 585 (600-1) NA REIL Rwys 17 and 35 0 585 (600-11/2)

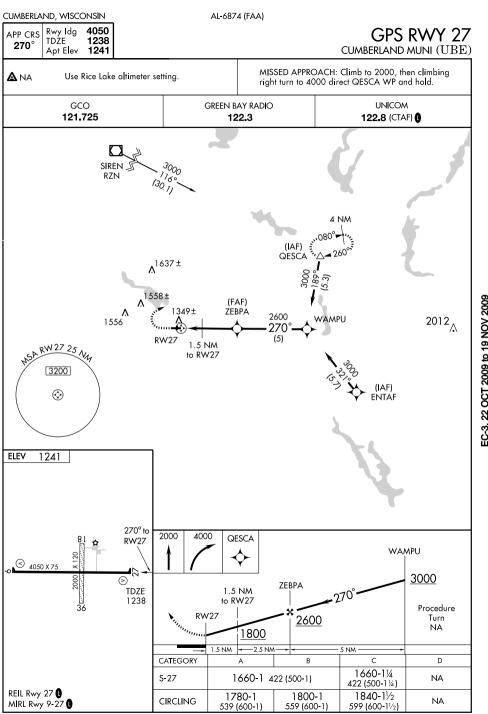


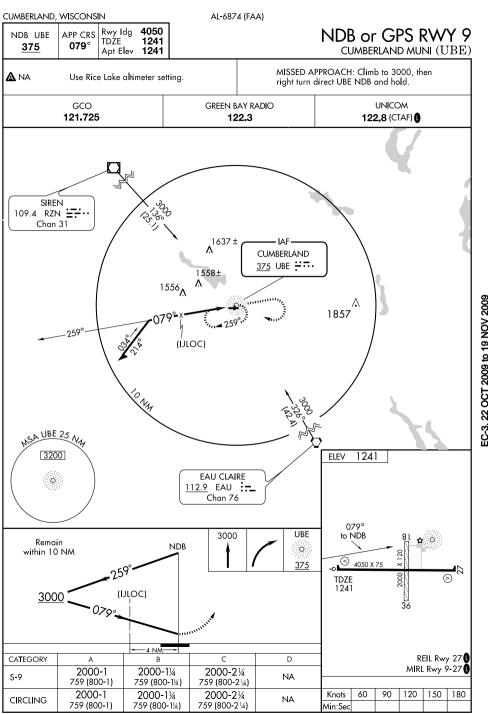


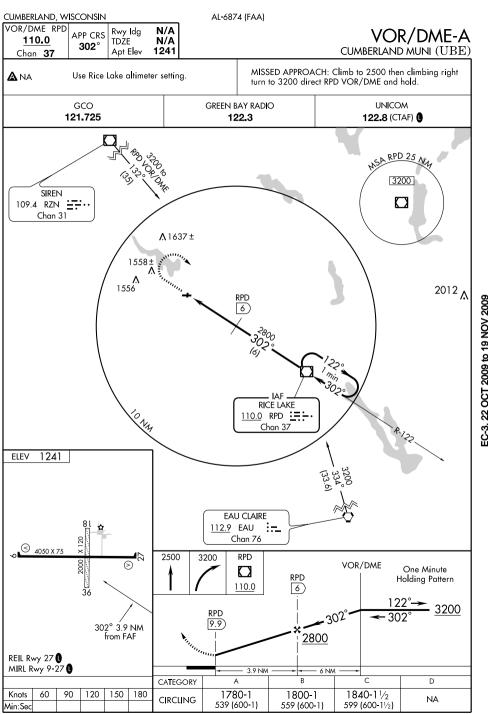


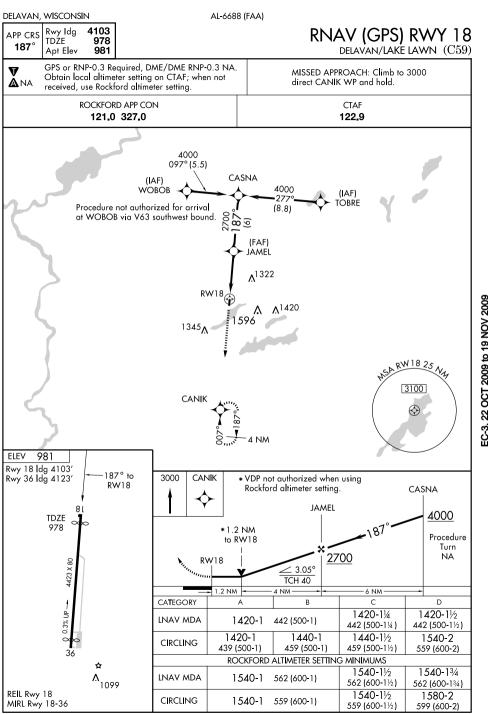


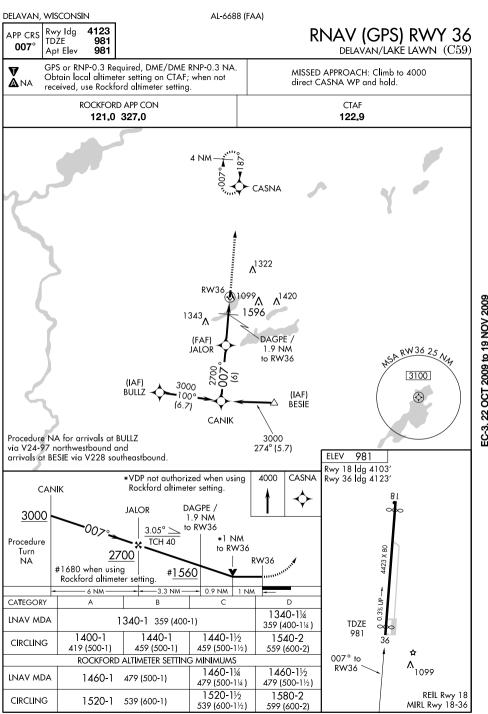


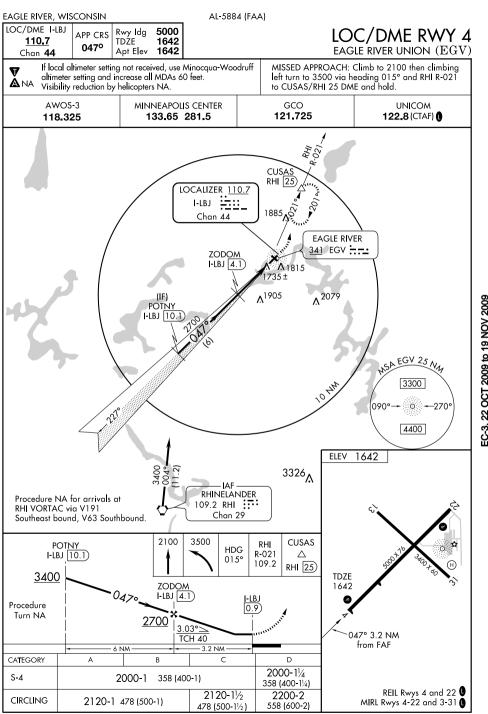


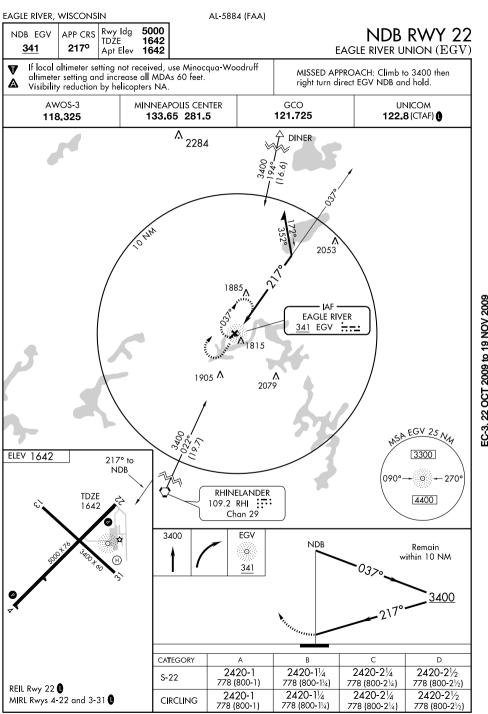


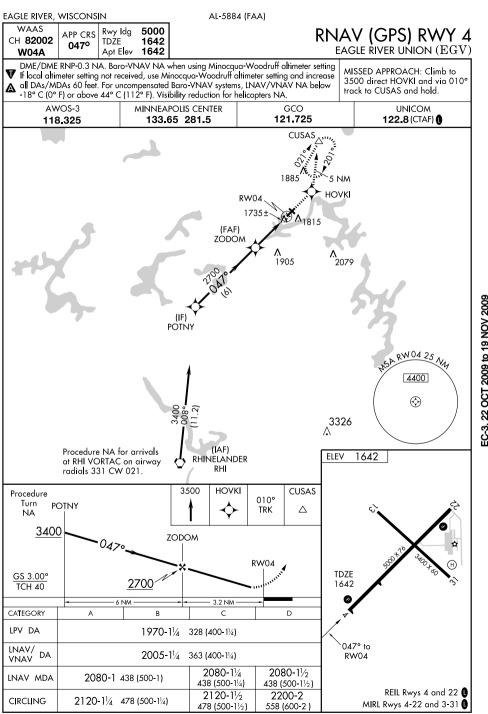


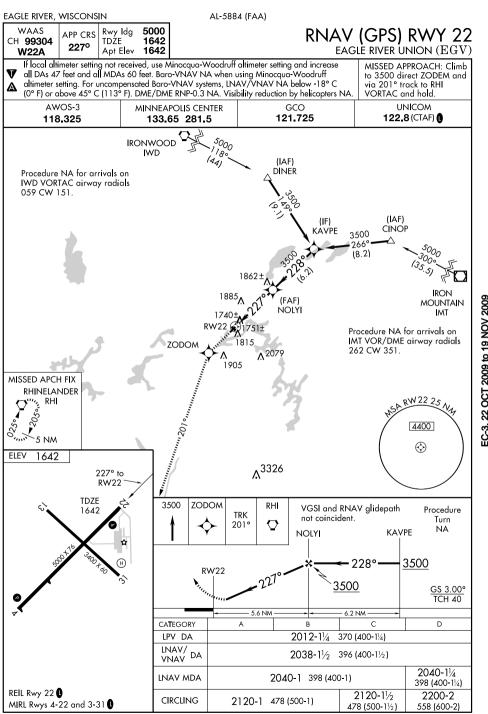


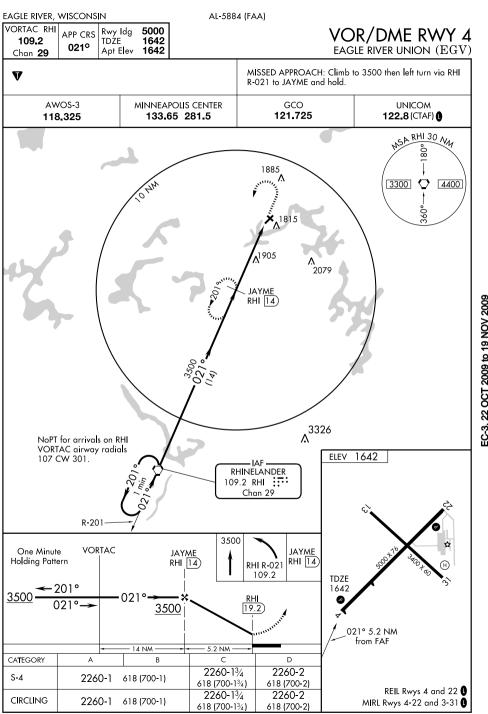


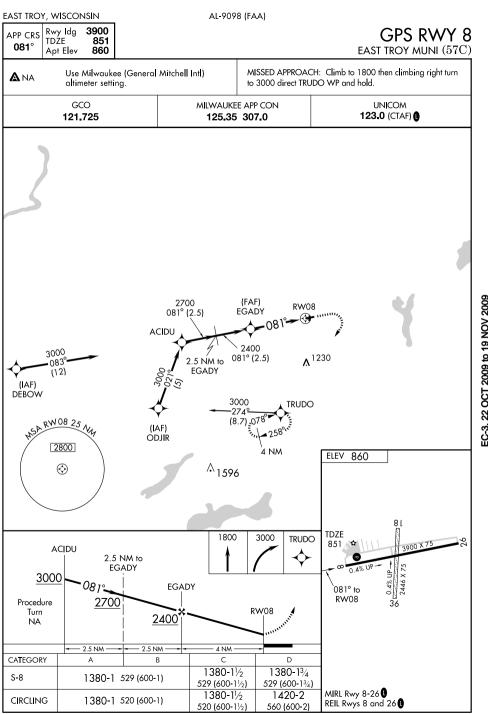


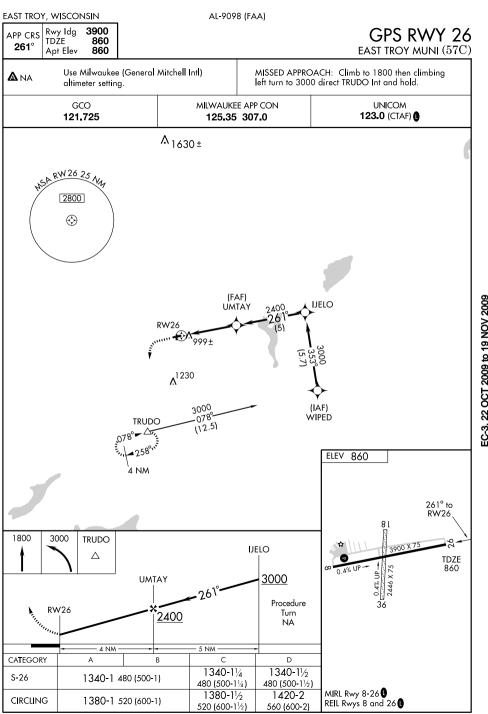


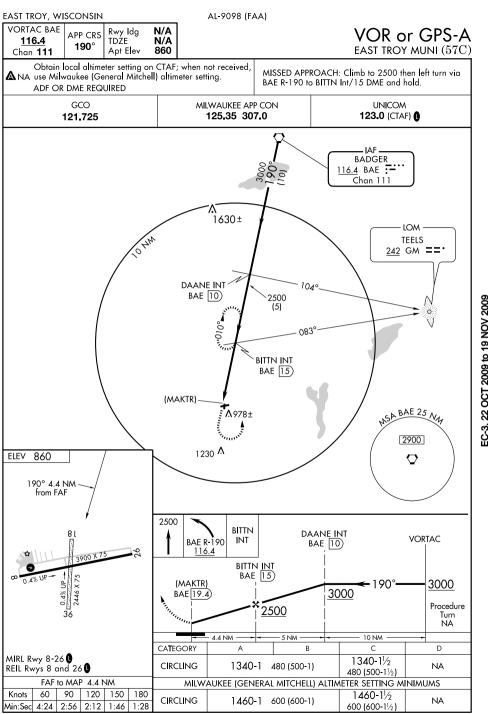


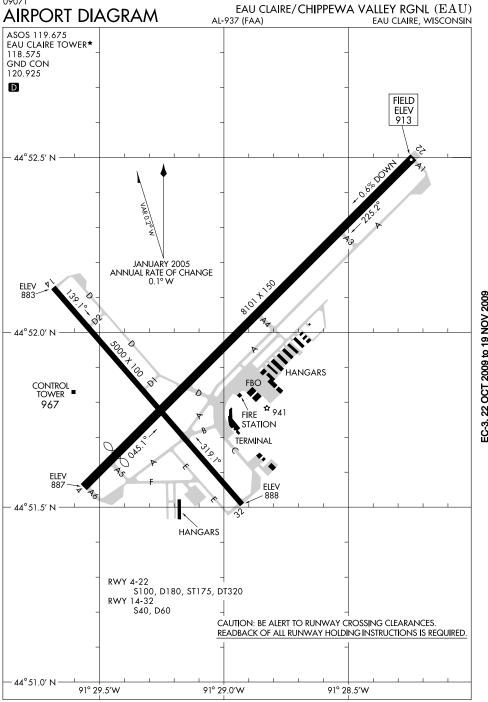


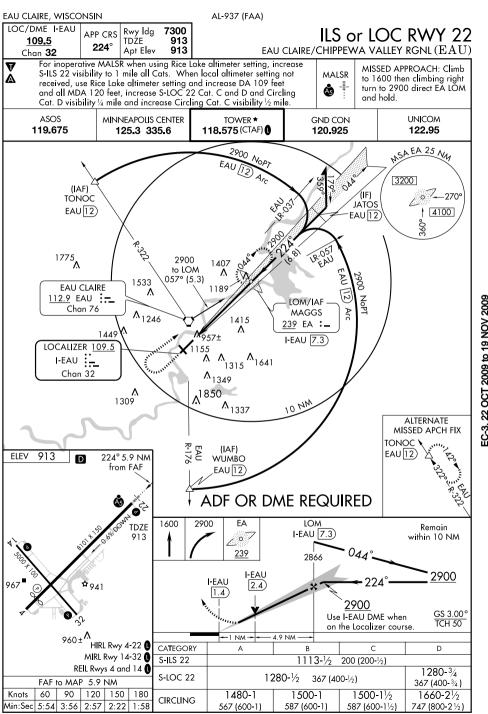




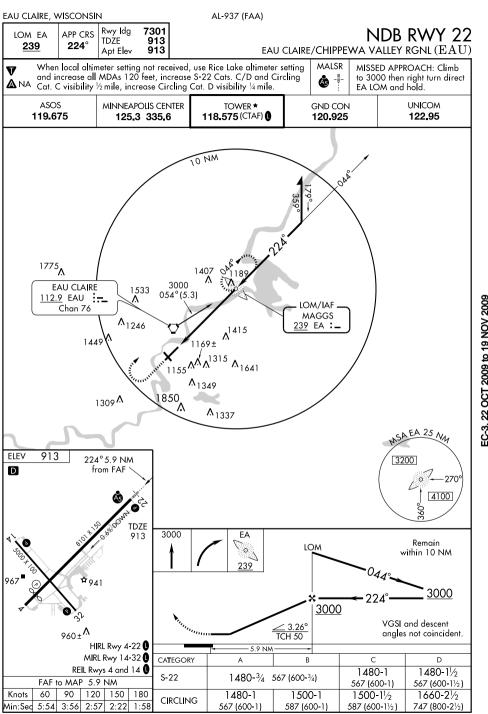




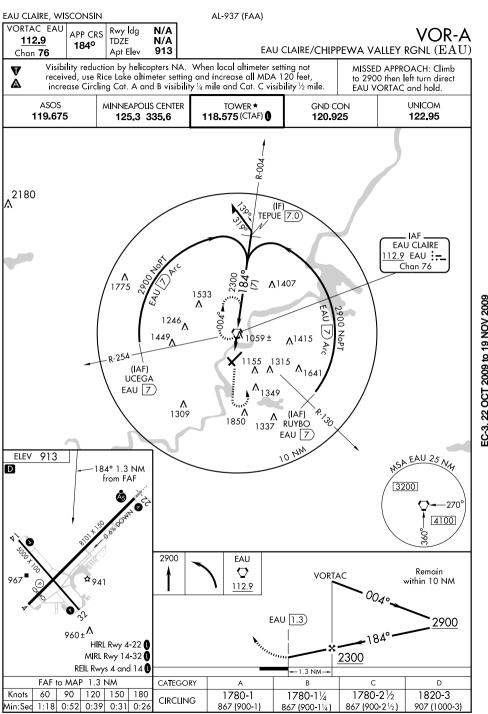


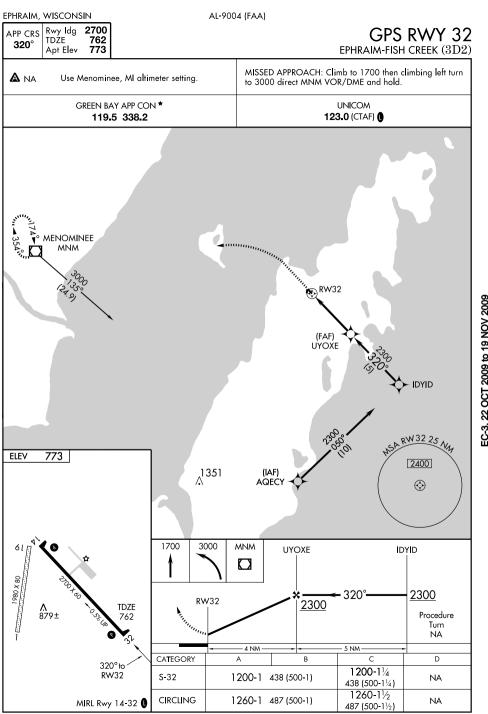


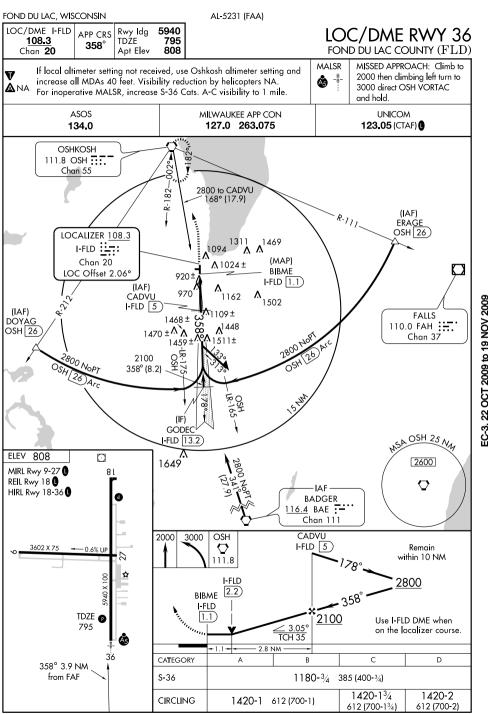
EAU CLAIRE, WISCONSIN AL-937 (FAA) LOC/DME I-EAU Rwy Ida 7300 LOC/DME BC RWY 4 APP CRS 109.5 TDŹE 889 **044°** EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU) Apt Elev 913 Chan **32** ADF REQUIRED. When local altimeter setting not received, use Rice Lake V MISSED APPROACH: Climb to altimeter setting and increase all MDA 120 feet, increase S-4 Cats. C and D 2900 direct EA LOM and hold. and Circling Cat. C visibility ½ mile, increase Circling Cat. D ¼ mile. GND CON ASOS MINNEAPOLIS CENTER UNICOM TOWER ★ 119.675 118,575 (CTAF) 0 120,925 122.95 125.3 335.6 (IAF) NSA EAU 25 Ny **ÚCAĆI BACK COURSE** 3200 4100 EAU CLAIRE LOM 1775 112.9 EAU MAGGS 1407 Chan 76 239 EA :. 10 MM 1533_A EC-3 22 OCT 2009 to 19 NOV 2009 ^¹²⁴⁶ 2900 to UKLUW (IAF) 2900 to UKIUW. 224° (12.8) VIYUR EAU 212° (7.7) R-088 1449 PECIV 1415 1155 I-EAU 0.5 164 **`**1315 LOCALIZER 109.5 349 1309 I-EAU I-EAU (2.4) Λ^{1850} Chan 32 1337 63 913 **ELEV** (IAF) D (IF) **UKLUW** ZOSPO I-EAU [5.5) EAU [14] Use I-EAU DME when 2900 EΑ UKLUW on the Localizer course. Remain 0 within 10 NM I-EAU [5.5) 239 YARGU I-EAU 2.4 2900 2.93° ` 1.2 **PECIV** 967 TCH 44 I-EAU 0.5 2700 Disregard glide 1740 slope indications. **TDZE** 3.1 NM — -1.2 NM-+ -0.7 NM-0.6 960±∧ 889 CATEGORY Α 1380-11/4 1380-11/2 S-4 1380-1 491 (500-1) HIRL Rwy 4-22 0 491 (500-11/4) 491 (500-11/2) MIRL Rwy 14-32 1460-1 1500-1 1660-21/2 1500-11/2 CIRCLING REIL Rwys 4 and 14 1 <u>547</u> (600-1) 587 (600-1) 587 (600-11/2) 747 (800-21/2)



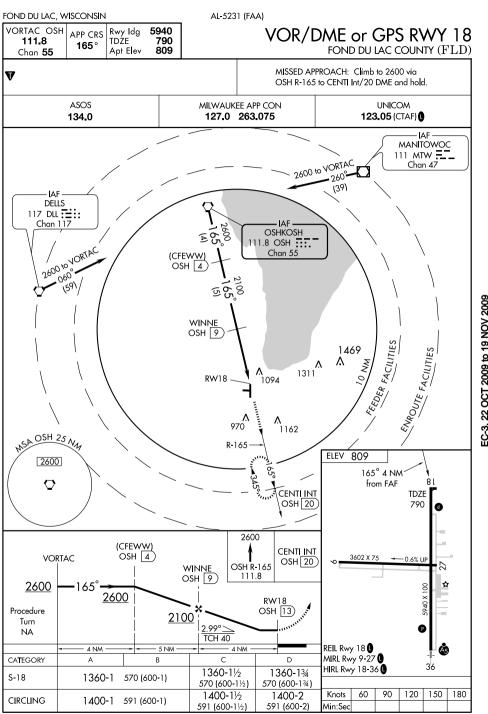
EAU CLAIRE, WISCONSI	N	AL-937 (FAA)				
CH 87006	Rwy Idg 7301 TDZE 913 Apt Elev 913	E.A	RNA AU CLAIRE/CHIF	AV (G	PS) RWY 2 ALLEY RGNL (E.A	22 .U)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter not received, use Rice Lake altimeter and increase all MDAs 120 feet, increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C and D visibility ½ mile, Circling Cat. C ½ mile and Cat. D ½ mile. Baro-VNAV and VDP NA when using Rice Lake altimeter setting. DME/DME RNP-0.3 NA. MISSED APPROACI Climb to 3000 dire UKLUW and via 14 track to WUMBO a hold.						ct 0°
ASOS 119.675	MINNEAPOLIS CENTER 125.3 335.6	TOWER * 118.575 (CTAF) (GND (120.9		UNICOM 122.95	
THATS \$\triangle^{3000} \\ \frac{1000}{1000} \\ \fr						
ELEV 913	UKLUW HITTING	1850 A A	337		MISSED APCH FIX	
	224° to RW22 1039±	UKLUW TRK 140°	UMBO △ LPO 22Ű	IROI	4 NM Holding Patter 044°→ 224° 300	
967 O	Ann,,	1.5 NM + 4.5 NM - A.5	2900 	C	GS 3.0 TCH 5	
960±A	LPV D. LNAV/ VNAV		1183-1/2	270 (300-) 396 (400-)	•	
Н	IRL Rwy 4-22 0 LNAV	MDA 1440-1/2	527 (600-1/2)	1440 527 (60		
	RL Rwy 14-32 () wys 4 and 14 () CIRCLI	NG 1460-1 547 (600-1)	1500-1 587 (600-1)	1500	-1½ 1660-2½	2

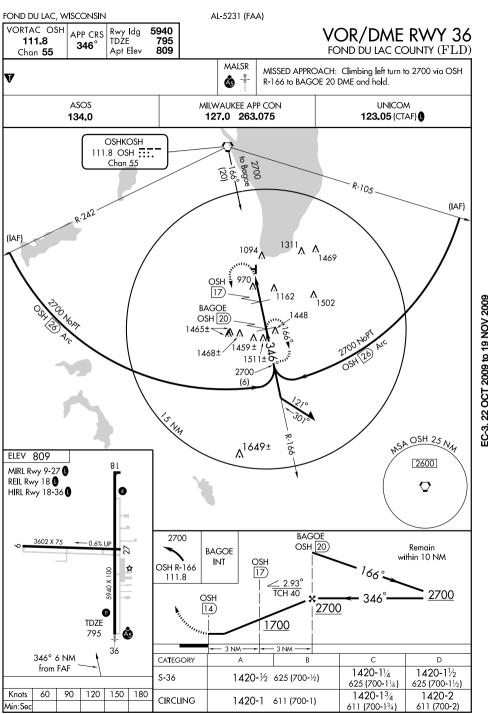


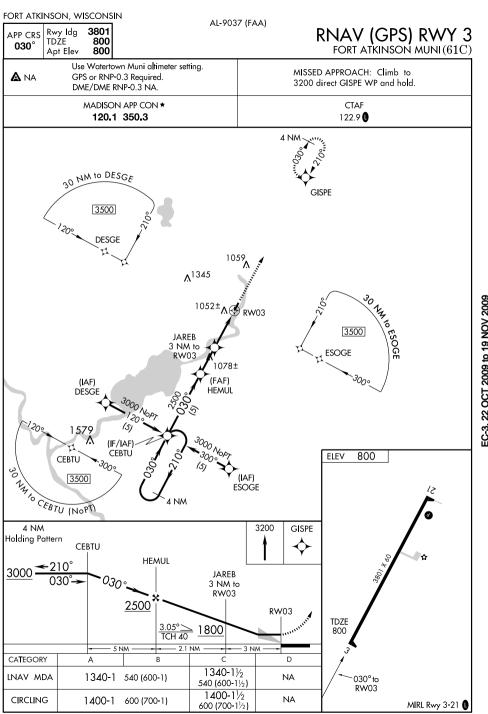


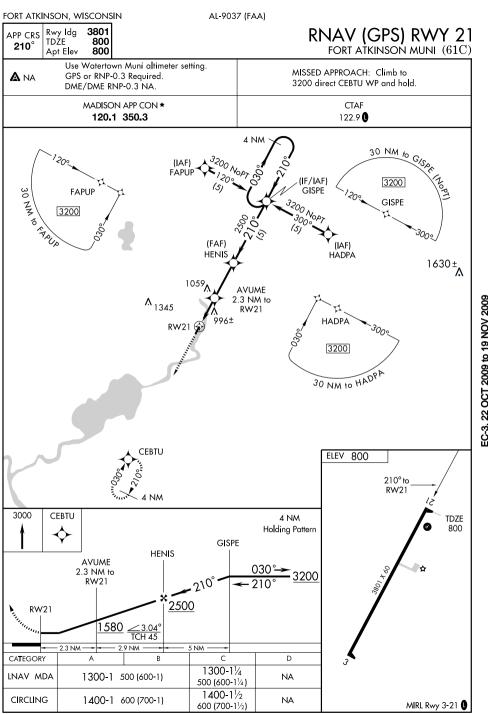


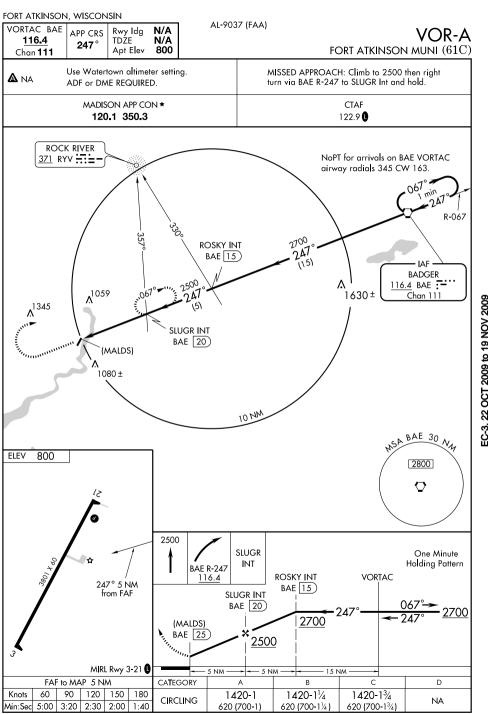
FOND DU LAC, WISCONSIN AL-5231 (FAA) WAAS Rwy Ida 5940 RNAV (GPS) RWY 36 APP CRS TDŹE 795 CH 93800 360° FOND DU LAC COUNTY (FLD) Apt Elev 808 W36A If local altimeter setting not received, use Wittman Rgnl altimeter setting MALSR MISSED APPROACH: Climb and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP to 3000 direct WHITY and via 270° track to LNDAH and via 229° track to NA when using Wittman Ran altimeter setting, DME/DME RNP-0.3 NA. A For inoperative MALSR, increase LPV all Cats. visibility to 11/4 mile. BADAN and hold. Baro-VNAV NA when using Wittman Rgnl altimeter setting. MILWAUKEE APP CON UNICOM ASOS 134.0 127.0 263.075 123.05 (CTAF) 0 WHITY LNDAH Λ^{1539±}270°..... (6) ۸¹⁴⁶⁹ 1311 1094 ∧ RW36 BADAN Λ¹¹⁶² 970 ^1502 EC-3 22 OCT 2009 to 19 NOV 2009 (FAF) 1109± TEJEY 1465± 1468± Λ1448 1511± 1459± CYND 3000 SA RW 36 25 Ny 2700 (23.4) 2700 2700 090 270 (IAF) (6) (6) (IAF) SABLL (IF) TRIAD \Diamond FONDY ELEV 808 3000 WHITY 8 L LNDAH BADAN TRK TRK 229° FONDY 270° Δ 2700 360°€ * LNAV only **TEJEY** * 1.4 NM GS 3.00° to RW36 TCH 40 RW36 3602 X 75 2500 VGSI and RNAV glidepath not coincident. 5940 X 100 6.1 NM 3.7 NM 1.4 NM В С D CATEGORY LPV DA 1125-3/4 330 (400-3/4) LNAV/ 360° to TDZE DA 1171-3/4 376 (400-3/4) VNAV RW36 795 1280-3/4 1280-1 1280-1/2 485 (500-1/2) 36 **LNAV MDA** 485 (500-1) 485 (500-3/4) MIRL Rwy 9-27 (1) 1400-2 REIL Rwy 18 (1400-11/2 CIRCLING 1400-11/4 592 (600-11/4) HIRL Rwy 18-36 0 592 (600-1½) 592 (600-2)

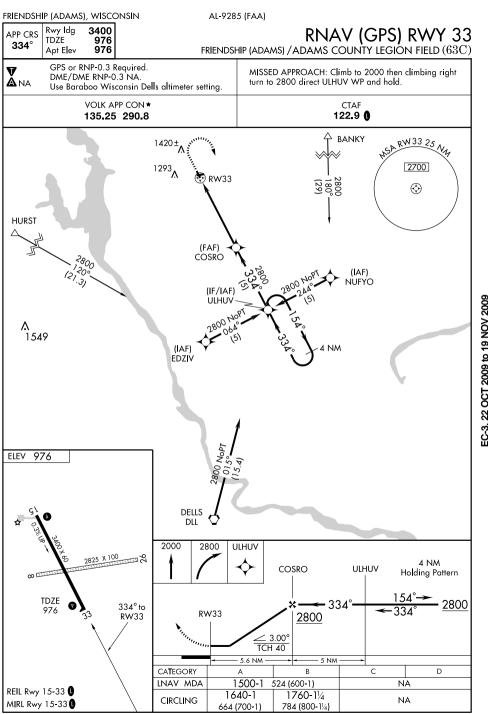


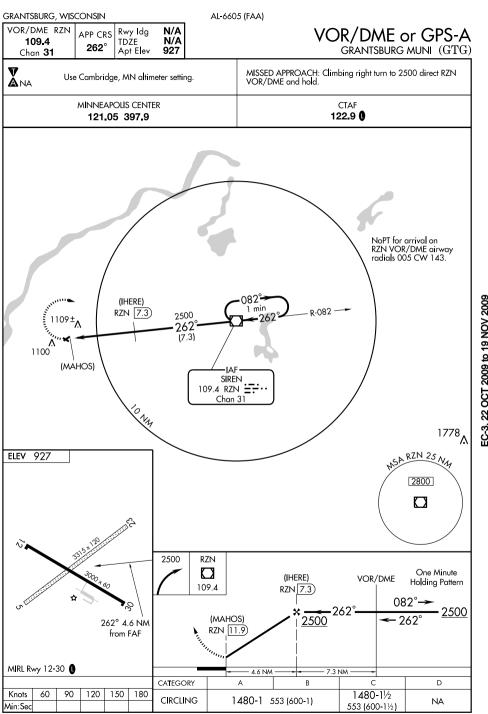


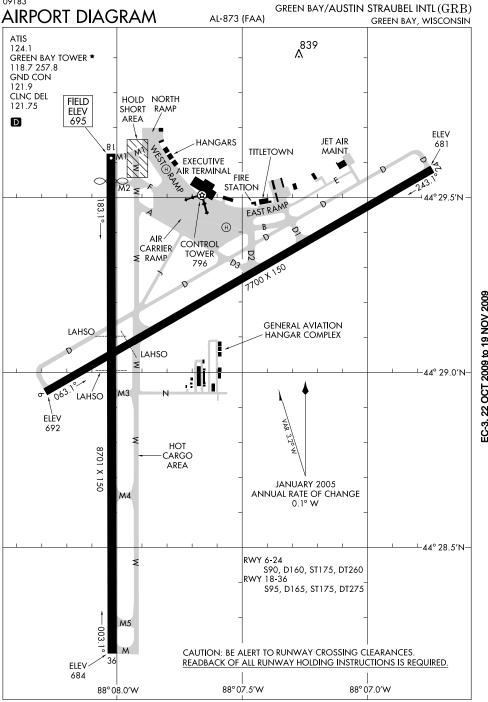


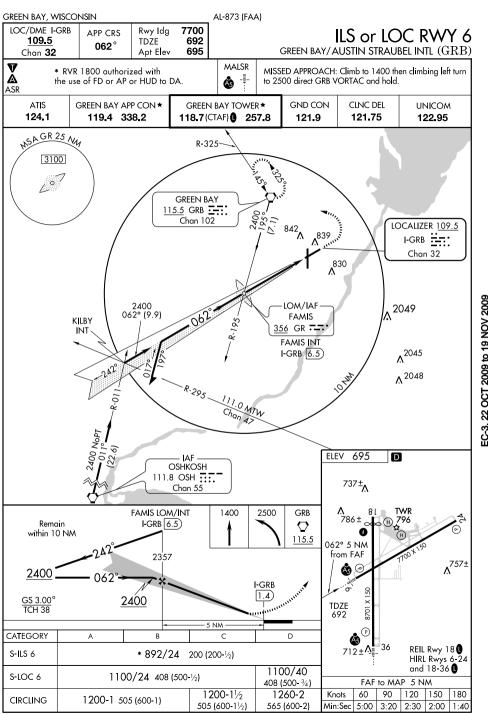


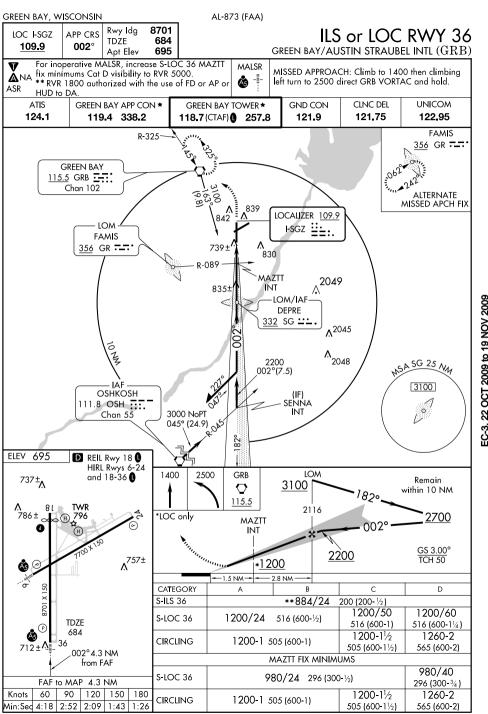


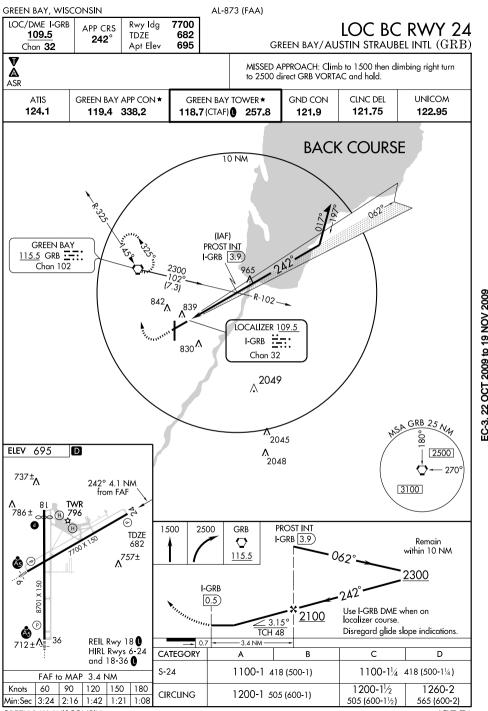


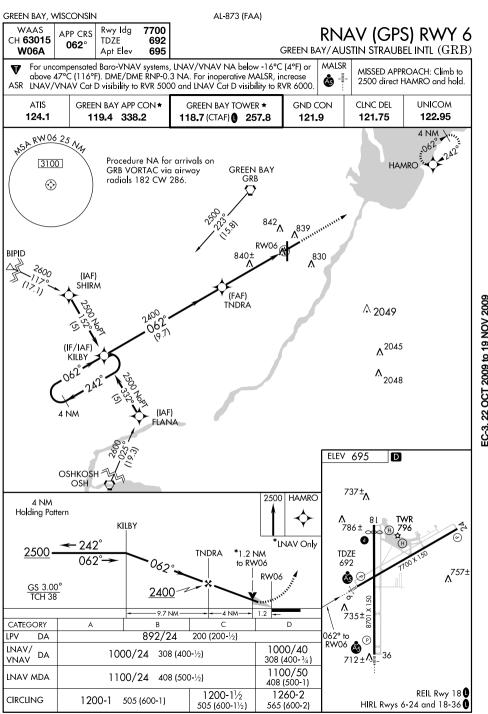




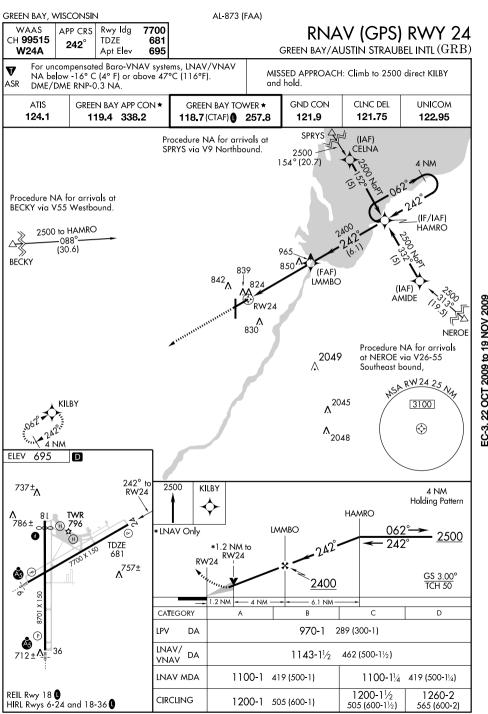


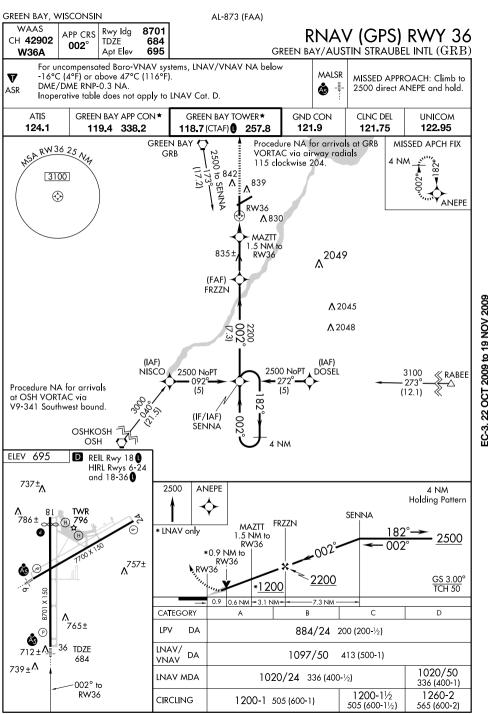


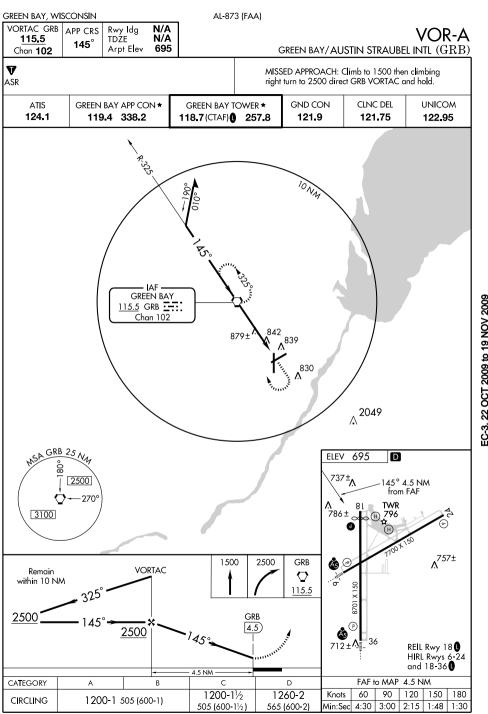


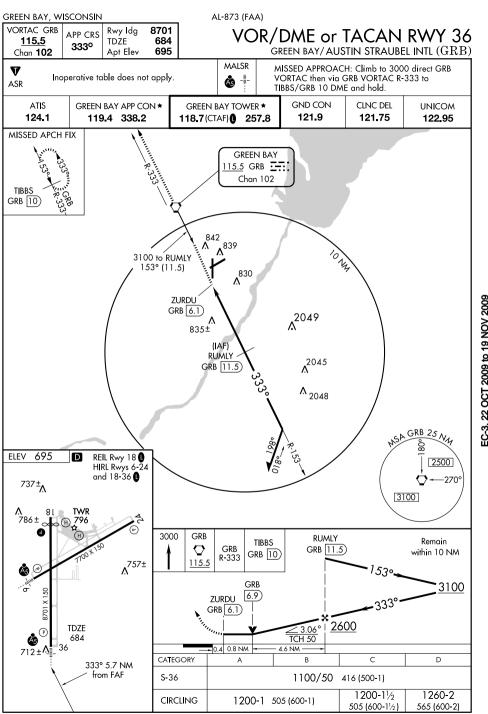


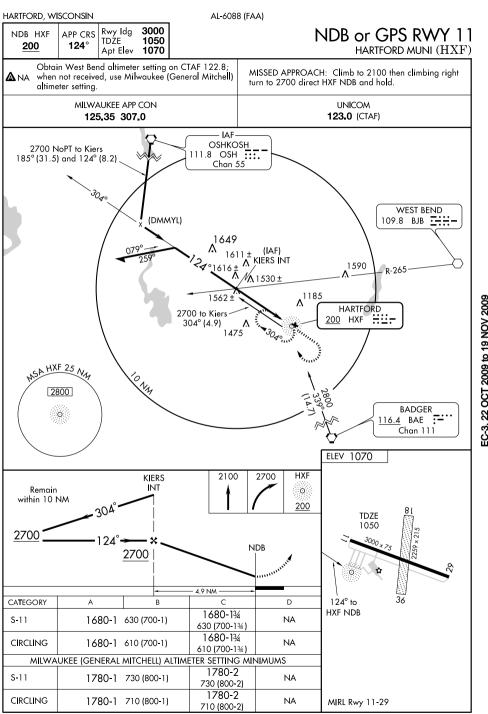
GREEN BAY, WISCONSIN AL-873 (FAA) WAAS 8202 RNAV (GPS) RWY 18 Rwy Ida APP CRS CH **42802** TDŹF 695 182° GREEN BAY/AUSTIN STRAUBEL INTL (GRB) W18A Apt Elev 695 V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below MISSED APPROACH: Climb to 2500 -16° C (4° F) or above 47° C (117° F). DME/DME RNP-0.3 NA. ASR direct SENNA and hold. ATIS GREEN BAY APP CON★ GREEN BAY TOWER ★ GND CON CINC DEL UNICOM 124.1 119.4 338.2 121.9 121.75 122.95 118.7 (CTAF) 0 257.8 4 NM (IF/IAF) ANEPE Procedure NA for arrivals at WOVET via V26 Westbound. 2500 NoPT 2500 NoPT 092 272° 2500 (5) (5) (IAF) (IAF) 079° EDUBE WOVFT DOBDE 2500 (13.4) 2900 1187 2400 **182** (6.3) AGOMA (FAF) Procedure NA for arrivals at 910±A **FAVRE** AGOMA via V420 Eastbound. FC-3 22 OCT 2009 to 19 NOV 2009 842<u>^</u> .839 RW18 € MSA RW 18 25 Ny v₈₃₀ 3100 Procedure NA for arrivals at SHOOD via V217 Southbound. > 2500 to ANEPE 010° (25.9) ۸²⁰⁴⁹ \Diamond MISSED APCH FIX **SENNA** 695 **ELEV** D ...₹4 NM SHOOD 182° to 2500 SENNA **RW18** 4 NM Holding Pattern **TDZE** ANEPE 695 **TWR ∧** 786± **FAVRE** *LNAV Only *1.3 NM to 2500 RW18 **RW18** GS 3.00° ^^{757±} TCH 50 2400 3.8 NM .3 6.3 NM 8701 X 150 CATEGORY Α C D LPV 945-3/4 250 (300-3/4) DA LNAV/ DA 1187-13/4 492 (500-13/4) VNAV 712±^__ 1160-11/4 1160-11/2 LNAV MDA 1160-1 465 (500-1) 465 (500-11/4) 465 (500-11/2) REIL Rwy 18 1 1260-2 CIRCLING 1200-13/4 505 (600-13/4) 565 (600-2) HIRL Rwys 6-24 and 18-36

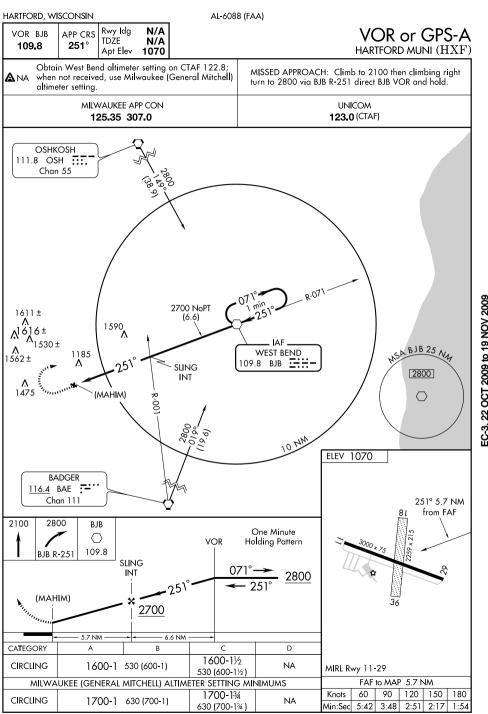


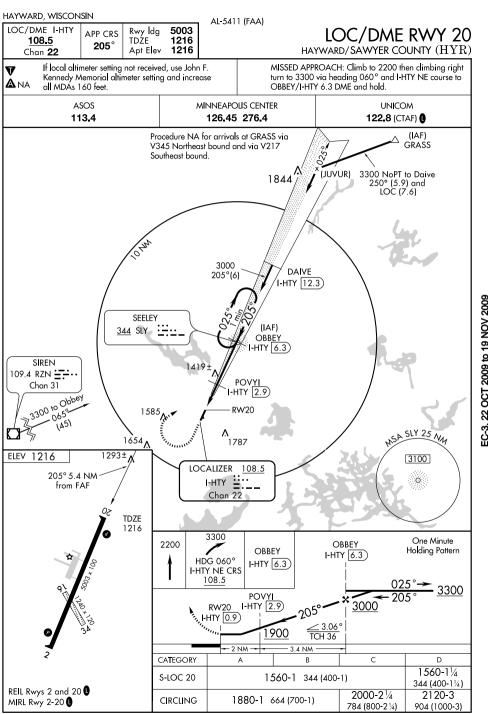


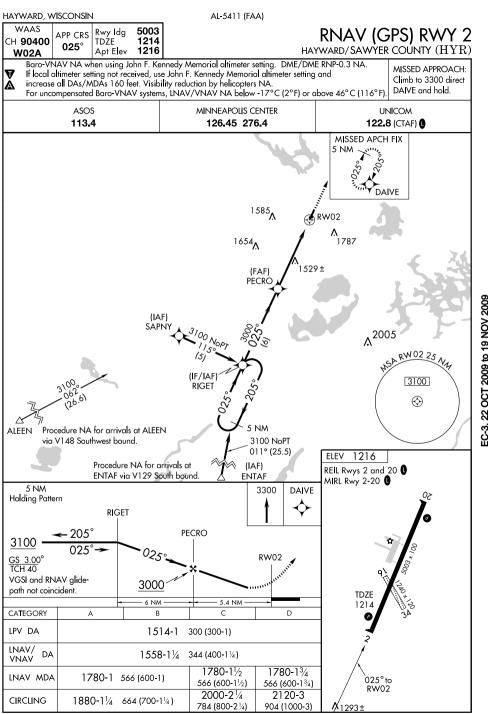


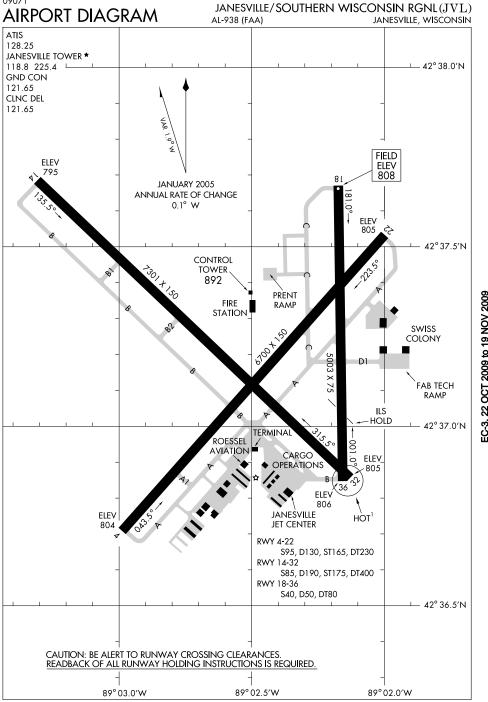


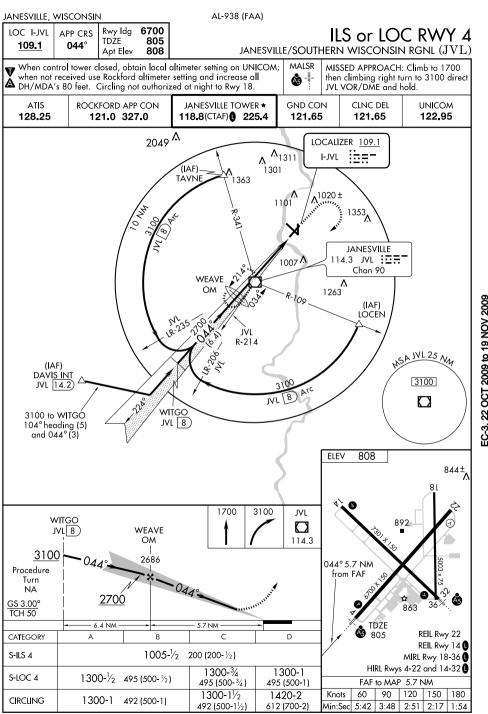












AL-938 (FAA) JANESVILLE, WISCONSIN LOC/DME I-REE Rwy Ida 7301 ILS or LOC RWY 32 APP CRS 111,35 TDŹF 806 316° JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL) Chan **50** (Y) Apt Elev 808 When local altimeter setting not received, use Rockford Intl altimeter setting; increase DA to 1075, increase all MDAs 80 feet, increase FOGAS FIX minimums S-LOC 32 Cat. D and circling Cat. D visibility MALSR MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 via **Å** 1/4 mile. VDP NA when using Rockford Intlatimeter setting. heading 100° and I-REE SE course For inoperative MALSRs, increase FOGAS FIX minimums S-LOC 32, to TIRRO INT/13.1 DME and hold. Cats. A, B, and C to 1 mile. Inoperative table does not apply to S-ILS-32. Circling to Rwy 18 NA at night. ROCKFORD APP CON GND CON ATIS JANESVILLE TOWER ★ CLNC DEL UNICOM 121.65 128.25 121.0 327.0 118.8 (CTAF) 0 225.4 121.65 122.95 **/**\. LOCALIZER 111.35 1363 Λ SAJVL 25 M I-REE :-· 1101 Chan 50 (Y) 3100 ^1020± ۸¹³⁵³ **FOGAS INT** 939+ I-REE 4.7 JODER INT 1007 I-REE 6.8 JANESVILLE (IF/IAF) TÍRRO INT Chan 90 1263 I-REE 13.1 EC.3 22 OCT 2009 to 19 NOV 2009 R.045 R-100 NoPT for arrival at TIRRO INT on V24-97 Northwest bound. 310049 ALTERNATE MISSED APCH 1300 NOA5 **ROCKFORD** 110.8 RFD :--Chan 45 IAF **ROCKFORD** 2789 1378 110.8 RFD :::: ۸ 098% Chan 45 ELEV 808 3100 1700 TIRRO One Minute HIRL Rwys 4-22 and 14-32 **()** TIRRO INT Holdina Pattern MIRL Rwy 18-36 1 HDG 100° Δ JODER INT I-REE 13.1 844± ^ REIL Rwy 14 🕕 I-REE SE CRS I-REE (6.8) REIL Rwy 22 111.35 FOGAS INT 2600 I-REE I-REE 4.7 I-REE 2.5) 1.41900 2600 892 GS 3.00° TCH 52 1.1 NM - 2.2 NM - - 2.1 NM -6.3 NM CATEGORY R C D **TDZE** S-ILS 32 1006-3/4 200 (200-3/4) 806 1900-3/4 1900-1 S-LOC 32 1900-2½ 1094 (1100-2½) 36 1094 (1100-34) 1094 (1100-1) 863 1900-11/2 1900-11/4 CIRCLING 1900-3 1092 (1100-3) 1092 (1100-11/4) | 1092 (1100-11/2) 316° 5.4 NM from FAF FOGAS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) FAF to MAP 5.4 NM S-LOC 32 1200-3/4 394 (400-3/4) 180 Knots 60 90 120 | 150 1280-11/2 1420-2 CIRCLING 1260-1 452 (500-1) 472 (500-11/2) 612 (700-2) Min:Sed 5:24 | 3:36 | 2:42 | 2:10

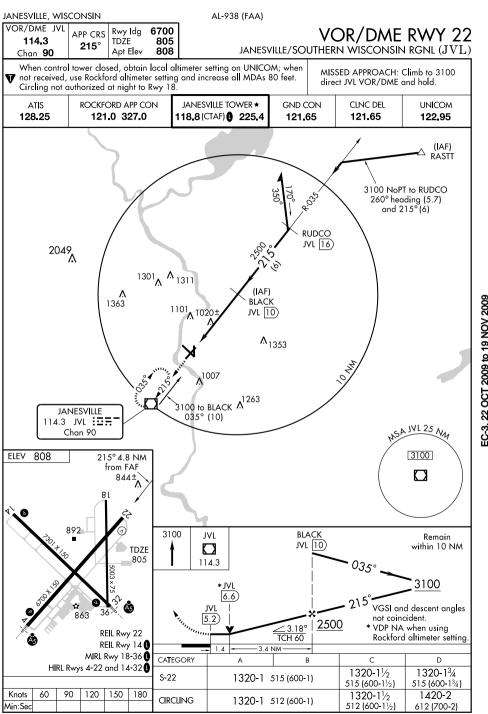
JANESVILLE, WISCONSIN AL-938 (FAA) Rwy Ida 6700 RNAV (GPS) RWY 4 APP CRS TDŹE 805 043° JANESVILLE/SOUTHERN WISCONSIN RGNL (JVI.) Apt Elev 808 Baro-VNAV NA below -17°C (3°F), DME/DME RNP-0.3 NA 77 MALSR Baro-VNAV and VDP NA with Rockford altimeter setting Circling not authorized ANA at night to Rwy 18. When control tower closed, obtain local altimeter setting on MISSED APPROACH: Climb to 3100 direct OTLEE WP UNICOM; when not received use Rockford altimeter setting and increase all W and hold. DA/MDAs 80 feet. GPS or RNP-0.3 Required JANESVILLE TOWER ★ ATIS **ROCKFORD APP CON** GND CON CLNC DEL UNICOM 121.65 128.25 121 0 327 0 118.8 (CTAF) 0 225.4 121,65 122.95 4 NM OTLEE ۸²⁰⁴⁹ 1311 Procedure NA for arrivals at TAVNE **^√**1363 via V9-177 Northwest bound. 1301 TAVNE 1020±,,,,,,,,,,,,, 1101 **∧**¹³⁵³ (3) FC-3 22 OCT 2009 to 19 NOV 2009 RW04 1007 [^] Procedure NA for arrivals at LOCEN via V24-97 Southeast bound. 1263 SARW04 25 NA (IAF) (IF/IAF) HESAN (FAF) CÚLMO 100 kg TÁVOC 3100 100 Voos LOCEN _{U_0} 3100 **(** (5) 139° 101 3100 NOPT (IAF) **~** 080° DAVIS 🔨 (7.2)ELEV 808 Procedure NA for arrivals at DAVIS via V216 (IAF) 844± Southwest bound. KATYE 4 NM 3100 OTLEE 4 NM Holding Pattern 892 CULMO TAVOC * LNAV Only *1.4 NM to RW04 RW04. GS 3.00° 2700 **TDZE** TCH 50 805 36 863 4.3 NM ---1.4 NM-6 NM CATEGORY Α В С D GLS PA DA NA $1080-\frac{3}{4}$ INAV/ 1080-1/2 275 (300-1/2) DA 043° to VNAV 275 (300-34) RW04 REIL Rwy 22 1300-3/4 1300-1 LNAV MDA 1300-1/2 495 (500-1/2) REIL Rwy 14 1 495 (500-34) 495 (500-1) MIRL Rwy 18-36 (1300-11/2 1420-2 1300-1 492 (500-1) CIRCLING HIRL Rwys 4-22 and 14-32 612 (700-2) 492 (500-11/2)

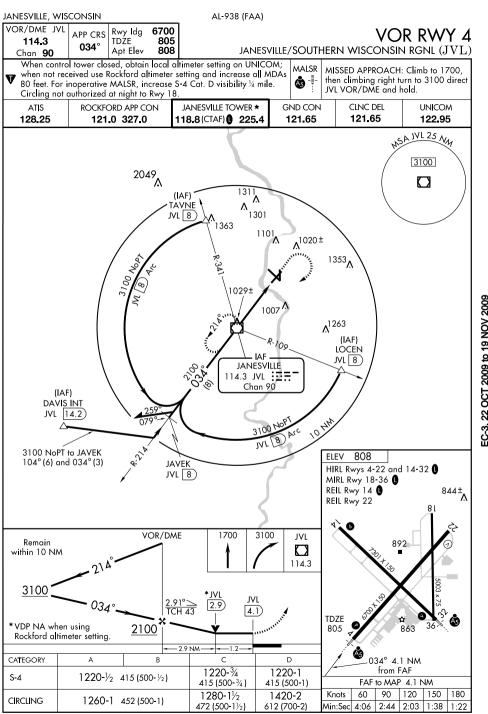
JANESVILLE, WISCONSIN AL-938 (FAA) Rwy Idg 7301 RNAV (GPS) RWY 14 APP CRS TDŹE 803 135° JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL) Apt Elev 808 Baro-VNAV NA below -17°C (3°F). DME/DME RNP-0.3 NA Baro-VNAV and VDP NA with Rockford altimeter setting. Circling not authorized A NA at right to Rwy 18. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all MISSED APPROACH: Climb to 3100 direct TIRRO WP and hold. DA/MDAs 80 feet. GPS or RNP-0.3 Required. JANESVILLE TOWER ★ ATIS ROCKFORD APP CON GND CON CLNC DEL UNICOM 118.8 (CTAF) 0 225.4 128.25 121.0 327.0 121.65 121.65 122.95 3100 266° RASTT (IAF) (22) WORÓX 3100 408 Procedure NA for arrivals at RASTT via V63 Northeasthad (IF/IAF) TAYOR 200 ે_ડે 1311 (FAF) JĖSKÓ 2049 1301 (IAF) 1101 EC-3 22 OCT 2009 to 19 NOV 2009 ŴITÁL 1363 1049 ± ^ 1020 ± 1353 RW1425 NA 3100 1263 \bigcirc Procedure NA for arrivals at DAVIS DAVIS via V171 Southeastbnd. V216 Southwestbnd. **ELEV** 808 844± ^ 3100 TIRRO 135° to 4 NM RW14 Holding Pattern 81 Δ TAYOR TDZE **JESKO** 803 * LNAV Only *1.4 NM 892 to RW14 GS 3.00° 2600 TCH 58 6 NM 4 NM -1.4 NM С CATEGORY Α В D 361/4 GLS PA NA 863 DA LNAV/ 1200-1/2 397 (400-1/2) DA VNAV REIL Rwy 22 1300-11/4 1300-11/2 LNAV MDA 1300-1 497 (500-1) REIL Rwy 14 (497 (500-11/4) 497 (500-11/2) MIRL Rwy 18-36 (1420-2 CIRCLING 1300-11/2 492 (500-11/2) HIRL Rwys 4-22 and 14-32 1 612 (700-2)

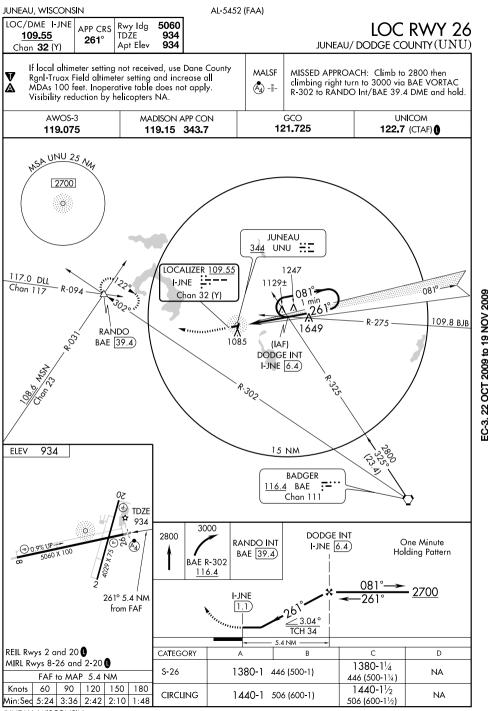
JANESVILLE, WISCONSIN AL-938 (FAA) Rwy Ida 6700 RNAV (GPS) RWY 22 APP CRS TDŹE 805 224° JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL) Apt Elev 808 Baro-VNAV NA below -17°C (3°F), DME/DME RNP-0.3 NA 77 Baro-VNAV and VDP NA with Rockford allimeter setting. Circling not authorized ANA at night to Rwy 18. When control tower closed, obtain local altimeter setting on MISSED APPROACH: Climb to 3100 direct CULMO WP and hold. UNICOM; when not received use Rockford altimeter setting and increase all W DA/MDAs 80 feet. GPS or RNP-0.3 Required. JANESVILLE TOWER ★ ATIS ROCKFORD APP CON GND CON CLNC DEL UNICOM 128.25 121.0 327.0 118.8 (CTAF) 0 225.4 121.65 121.65 122.95 3100 HOPTLE 4 NM (IAF) ,239° FORVO 400 Procedure NA for arrivals at RASTT (IAF) via V63 Northeasthad RASTT (IF/IAF) OTLEE 3100160, Λ²⁰⁴⁹ 7500 3100 24 Λ Λ 1301 (IAF) DACEK (FAF) TAVNE 1101 TEGGU 1363 ۸¹³⁵³ 889 RW 22 25 Ny 1007 13.6/ 1263 3100 \bigcirc LOCEN CULMO ELEV 808 224° to RW22 844± 3100 CULMO 4 NM Holding Pattern OTLEE **TEGGU** * LNAV Only 892 *1.4 NM TDZE to RW22 805 RW22 GS 3.00° 2500 1.4 NM 3.6 NM 6 NM CATEGORY С D Α В 36% 863 GLS PA NA DA LNAV/ 1160-11/4 355 (400-11/4) DA VNAV REIL Rwy 22 1320-1/2 $1320-1\frac{3}{4}$ LNAV MDA 1320-1 515 (600-1) REIL Rwy 14 (515 (600-11/2) 515 (600-13/4) MIRL Rwy 18-36 (1320-11/2 1420-2 1320-11/4 512 (600-11/4) CIRCLING HIRL Rwys 4-22 and 14-32 1 612 (700-2) 512 (600-11/2)

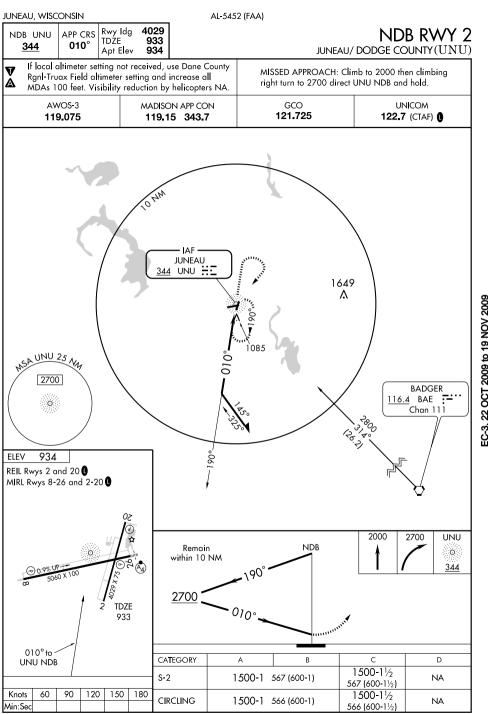
EC.3 22 OCT 2009 to 19 NOV 2009

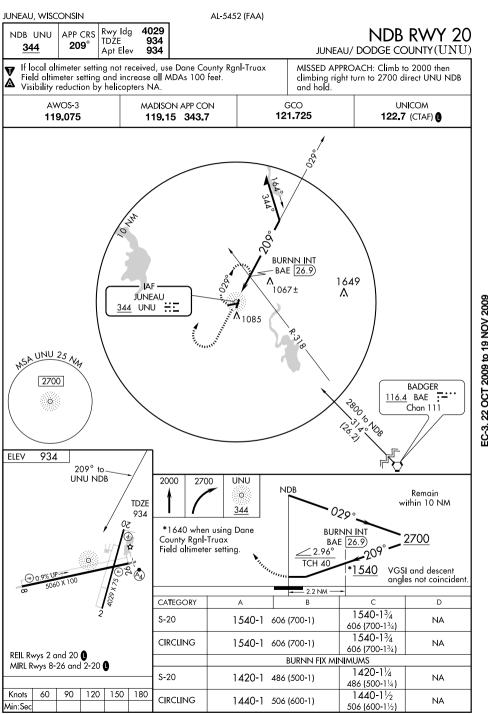
EC.-3 22 OCT 2009 to 19 NOV 2009

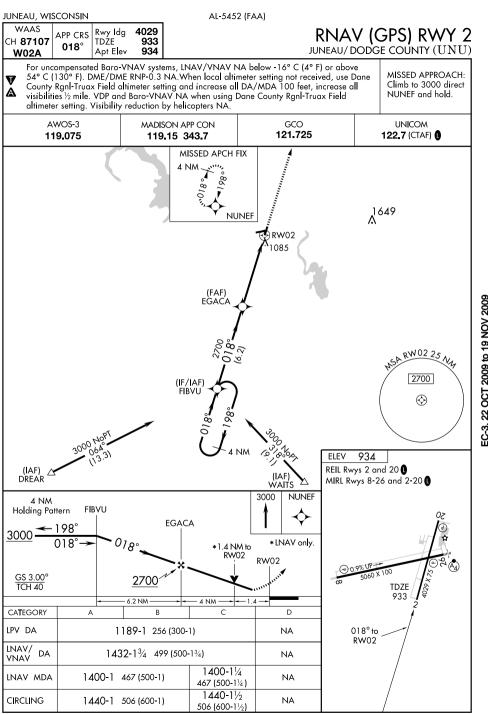


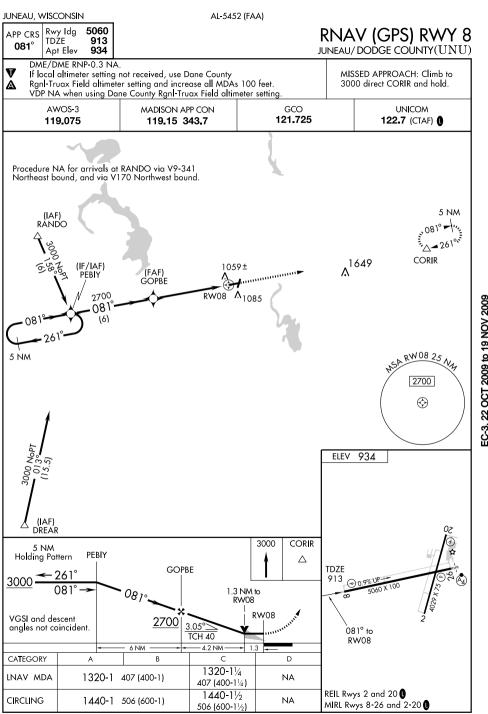




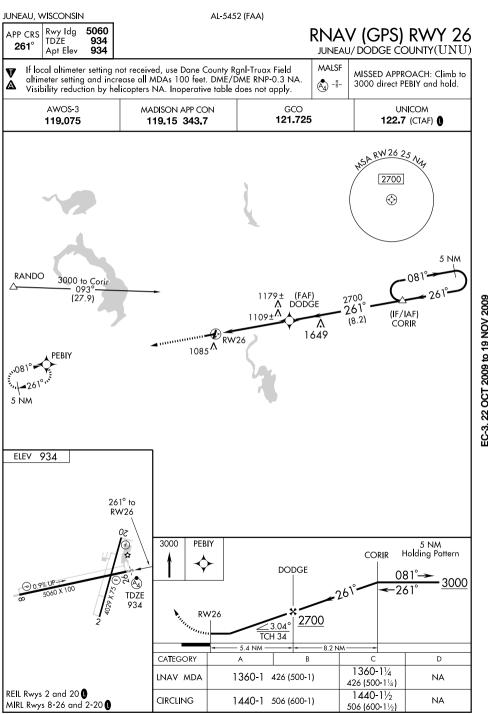


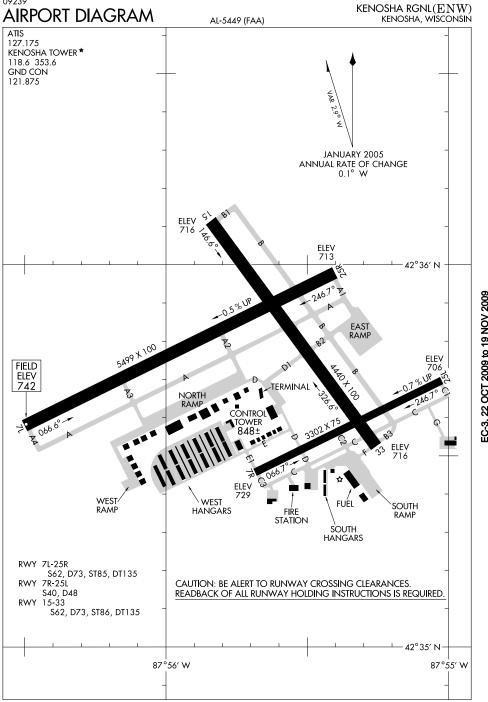


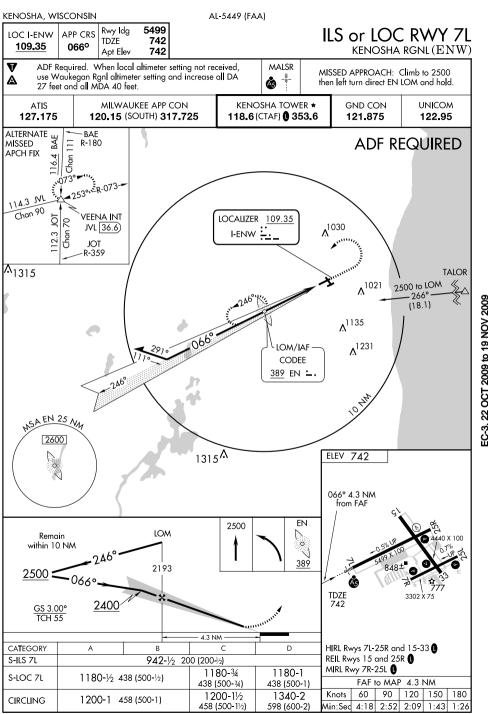


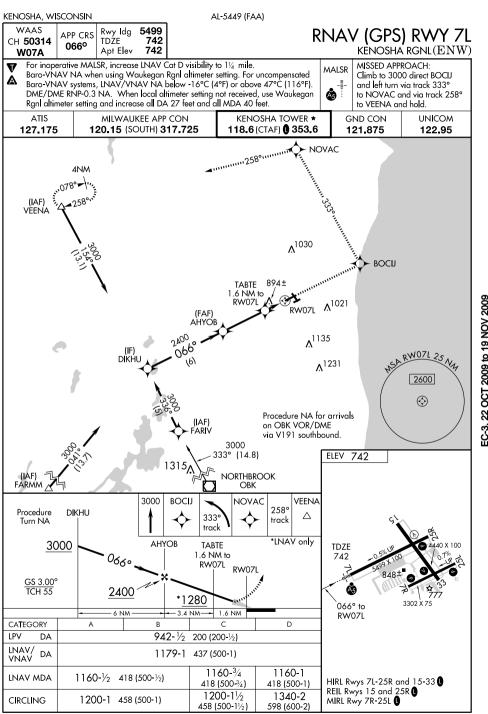


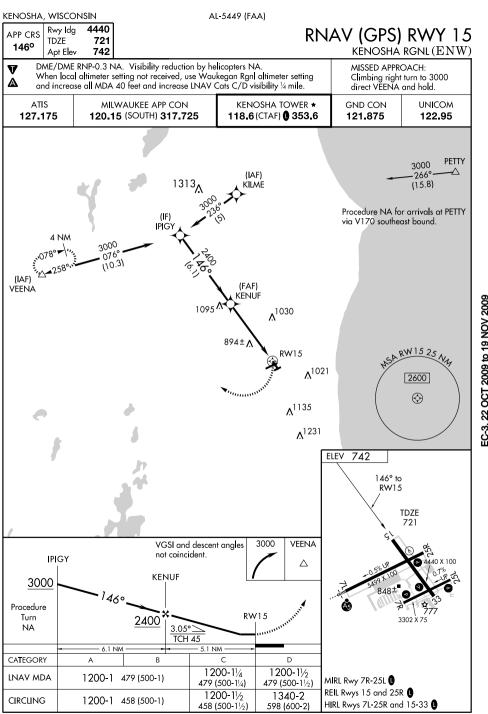
JUNEAU, WISCONSIN		AL-5452 (FA	A)			
WAAS CH 61307 W20A APP CRS Rwy I TDZE Apt E	934	KINAV (GF3) KVV I ZU				
					MISSED APPROACH: Climb to 3000 direct FIBVU and hold.	
AWOS-3 119.075	MADISON APP (119.15 343				UNICOM 122.7 (CTAF) (
(IAF) OSHKOSH OSH 3000 NoPT 188° (22.7) (IAF) SOTTE 3000 NoPT 108° (22.7) (IF/IAF) NUNEF (IFAF) HOMNY (FAF) HOMNY RANDO						
KANDO	RV	ا 1085 ⁷ گ	MISSED APCH FIX	arriv	redure NA for vals at BAE VORTAC V217 Southbound.	
ELEV 934			₩ 860 MM		BADGER BAE	
198° to RW20 TDZE 934	02 13000 FI	VGSI a angles	nd descent not coincident.	NUNE	F Holding Pattern 018° → -198° 3000	
© 0.9% UP	Name of the second seco	W20	<u>2700</u>		GS 3.00° TCH 40	
5	CATEGORY	3.4 NM -	B 8.1 NA	C	D	
	LPV DA		1214-1 280 (300-1)		NA	
	LNAV/ DA			NA		
	LNAV MD	DA 1300-1 366 (400-1)			NA	
REIL Rwys 2 and 20 () MIRL Rwys 8-26 and 2-20 ()	CIRCLING			1440-1½ 506 (600-1		

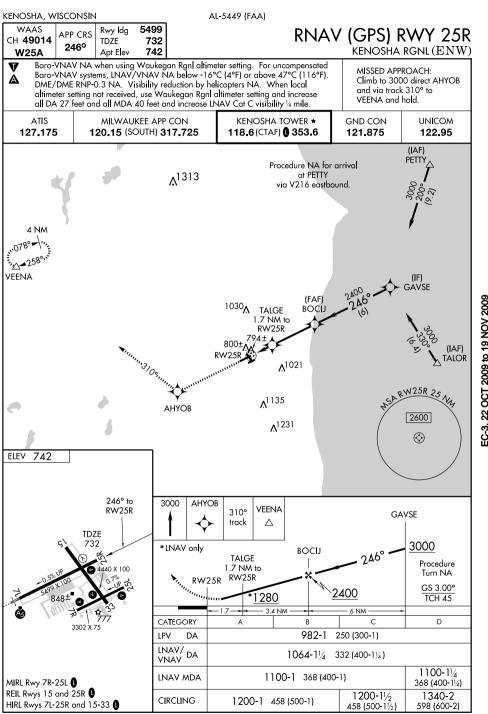


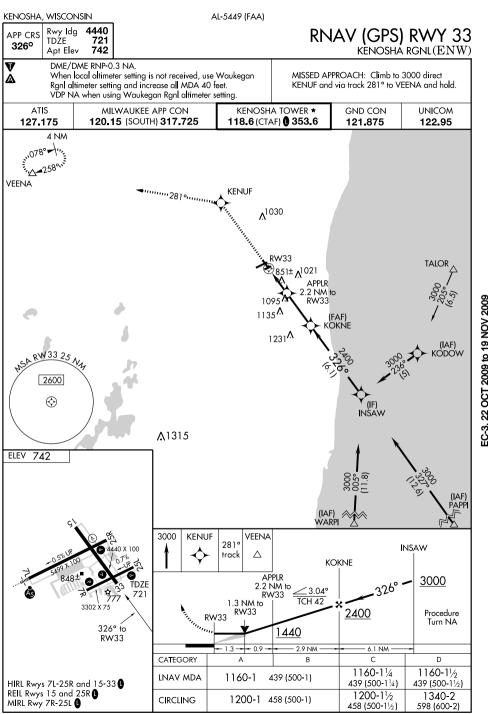










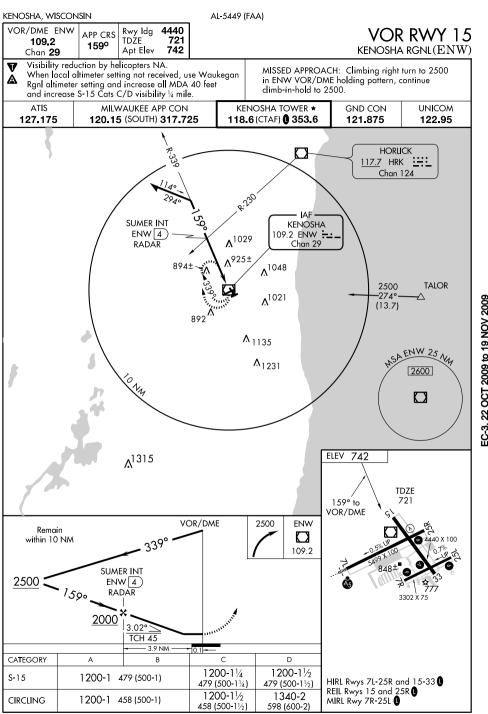


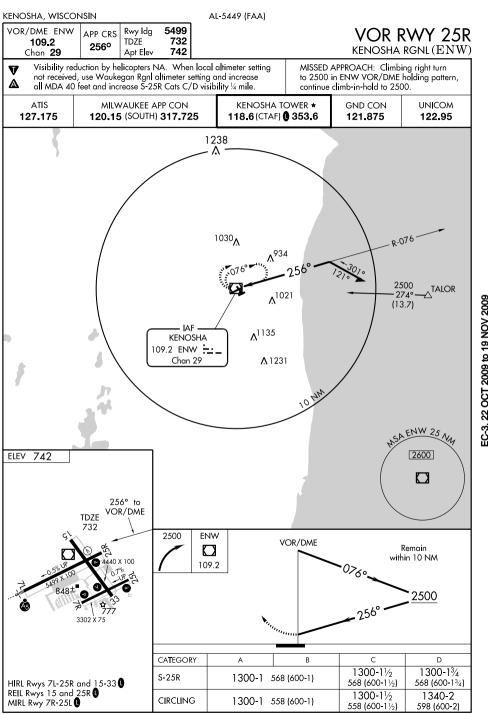
EC-3 22 OCT 2009 to 19 NOV 2009

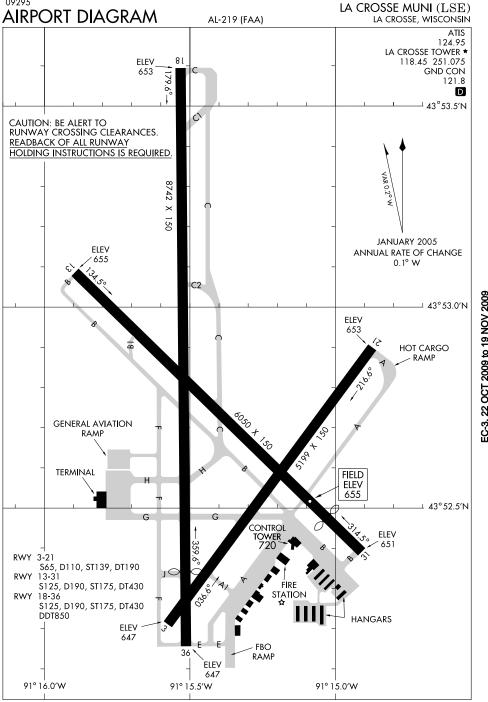
R-359 to VEENA INT. Thence....

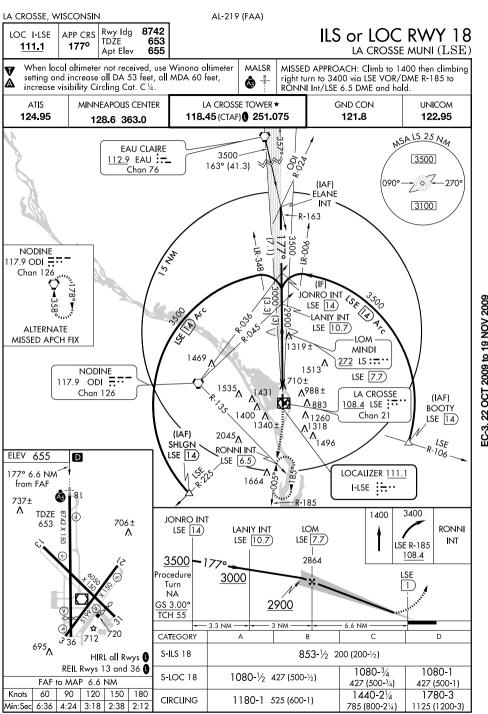
.... depart VEENA INT heading 050° for initial vector to final approach.

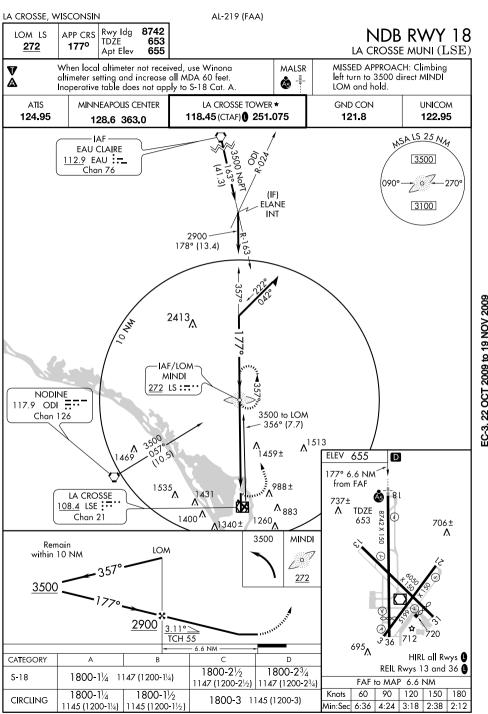
LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

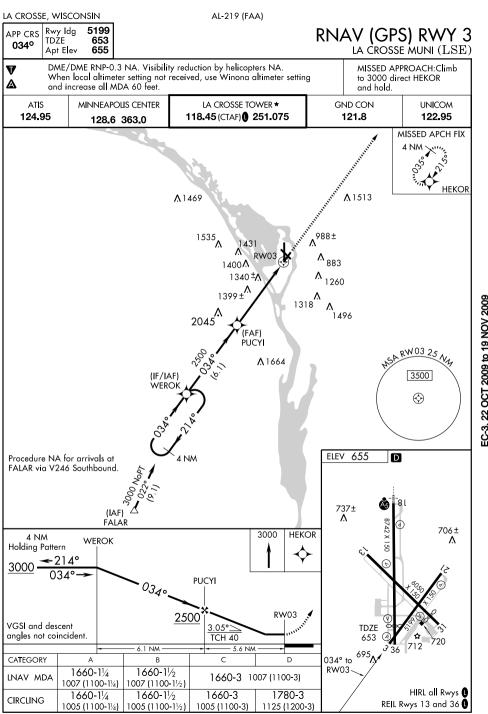






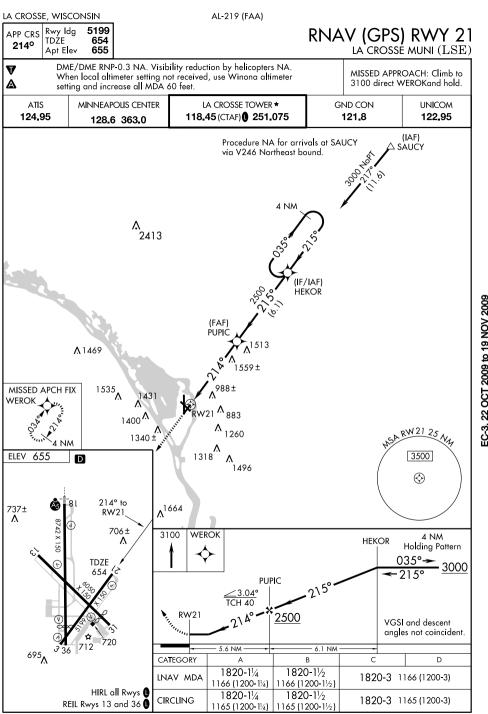


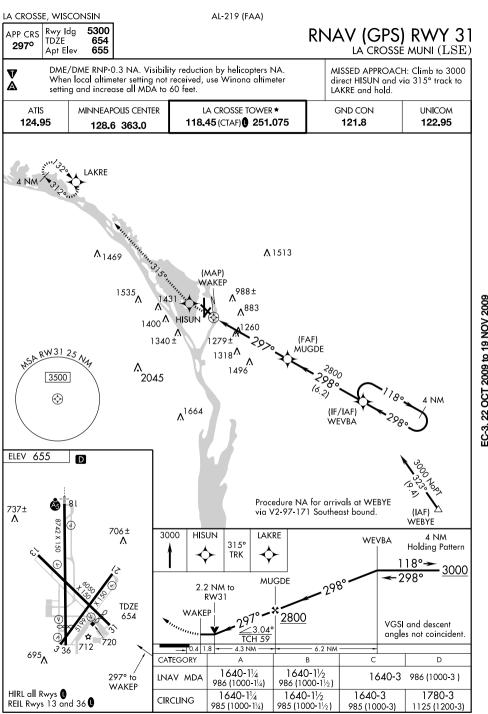


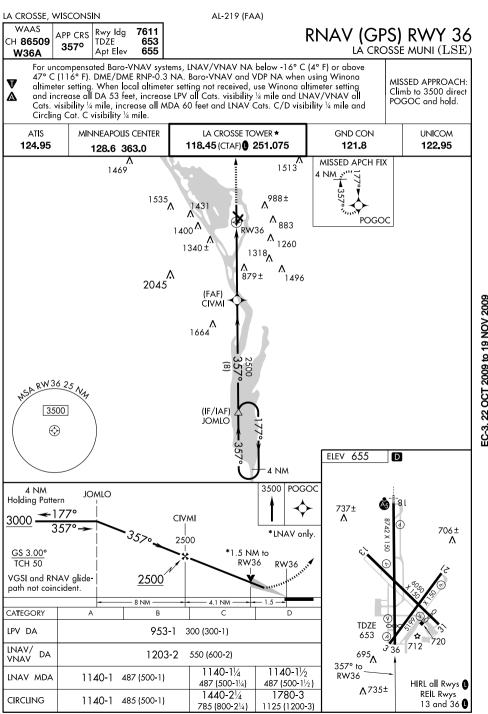


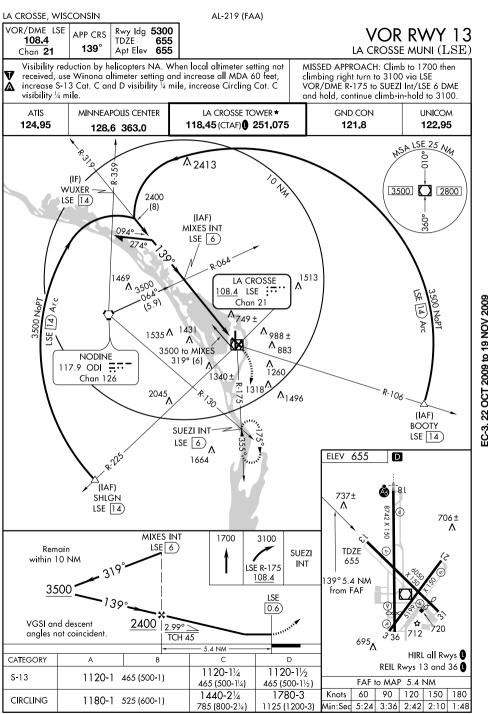
LA CROSSE, WISCONSIN AL-219 (FAA) WAAS Rwy Idg 5300 RNAV (GPS) RWY 13 APP CRS 655 CH 56509 TDŹE 132° LÀ CROSSE MUNI (LSE) Apt Elev 655 W13A Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV MISSED APPROACH: systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). Climb to 3000 direct DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting COSUT and via 117° not received, use Winona altimeter setting and increase LPV all Cats. DA 53 feet, increase track to WEVBA LNAV/VNAV all Cats. DA 84 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats., and hold. increase all MDA 60 feet, increase LNAV Cats. C/D and Circling Cat. C visibility ¼ mile. ATIS MINNEAPOLIS CENTER LA CROSSE TOWER ★ GND CON UNICOM 124.95 121.8 118.45 (CTAF) 251.075 122.95 128.6 363.0 Λ 2413 3000 NoPT (IAF) (10.2) (IF/IAF) PEGGS LÄKRE Procedure NA for arrivals at PEGGS via V2-97 Northwest bound. (FAF) IAKVI FC-3 22 OCT 2009 to 19 NOV 2009 **∆**1513 1535 MISSED APCH FIX 988± ۸⁸⁸³ 4 NM 1431 RW 13 25 NA 1400 1340 ± 3500 1318 ∆ 2045 **(** 655 **ELEV** D 1664 € 3000 COSUT WEVBA 4 NM LAKRE 117° Holding Pattern TRK 737± 8742 X TDZE 706± JAKVI 655 2800 GS 3.00° 132° to TCH 45 RW13 RW13 VGSI and RNAV alide-2800 path not coincident. 6 NM 6.5 NM CATEGORY Α В D LPV DA 9.57 - 1302 (400-1) 712 [₽] 36 LNAV/ DA 1019-11/4 364 (400-11/4) VNAV 1140-11/4 1140-11/2 LNAV MDA 1140-1 485 (500-1) 485 (500-11/4) 485 (500-11/2) HIRL all Rwys 🗓 1440-21/4 1780-3 CIRCLING 1140-1 485 (500-1) REIL Rwys 13 and 36 0 785 (800-2¼) 1125 (1200-3)

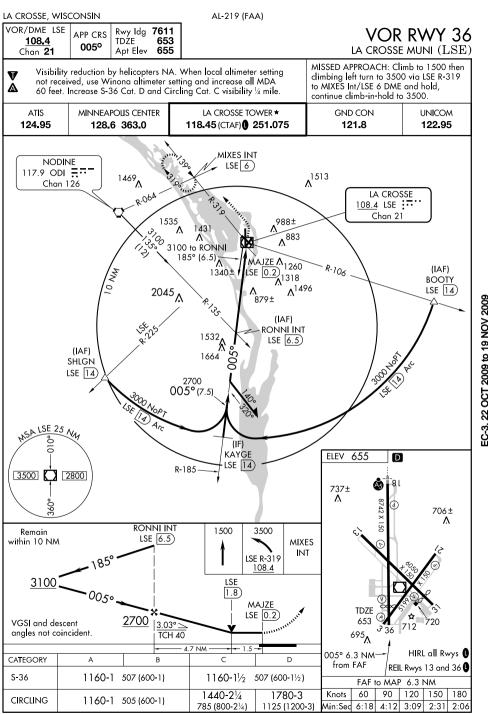
LA CROSSE, WISCONSIN AL-219 (FAA) WAAS Rwy Idg 8742 RNAV (GPS) RWY 18 APP CRS CH **72809** TDZE 653 177° LÀ CROSSE MUNI (LSE) Apt Elev 655 W18A Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV MALSR systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME MISSED APPROACH: V RNP-0.3 NA. When local altimeter setting not received, use Winona altimeter setting Climb to 3000 direct and increase all DA 53 feet, increase LNAV/VNAV all Cats. visibility ¼ mile, increase Å A JOMLO and hold. all MDA 60 feet and Circling Cat. C visibility ¼ mile. For inoperative MALSR, increase LPV all Cats. visibility ½ mile. LNAV minimums NA with Winona altimeter setting. ATIS MINNEAPOUS CENTER LA CROSSE TOWER ★ GND CON UNICOM 121.8 124.95 118.45 (CTAF) 251.075 122.95 128.6 363.0 (IAF) Procedure NA for arrivals at CALMS CALMS via V129 Northbound. 3500 NoPT 141° (15.2) (IF/IAF) POGOC Δ 2413 3000 77° (4) EC.3 22 OCT 2009 to 19 NOV 2009 CIVCA 2900 177° (2.2) (FAF) OCIPO NSA RW 18 25 NA . 1429± ۸¹⁴⁶⁹ 3500 CITID ۸¹⁵¹³ 2.9 NM to RW18 **(** ^^{819±} MISSED APCH FIX 1535 ^ 988± **JOMLO** 1431 Λ₈₈₃ 655 **ELEV** 1400 A D ۸₁₂₆₀ MY 4 NM 1340± A 177° to 3000 **JOMLO** 4 NM RW18 **POGOC** Holdina Pattern Δ CIVCA 81 TDZE **OCIPO** 3500 737± CITID ′>>。 2.9 NM to Λ *LNAV only **RW18** 2900 706± 3000 *1.8 NM to RW18 RW18 *1620 GS 3.00° 2900 TCH 55 4 NM 2.2 NM · - 3.9 NM -CATEGORY Α LPV DA 925-1/2 272 (300-1/2) LNAV/ DA 1204-11/2 551 (600-11/2) 712 VNAV 36 ⁶⁹⁵Λ 1360-11/2 1360-13/4 1360-1/2 707 (800-1/2) LNAV MDA 707 (800-11/2) 707 (800-13/4) HIRL all Rwys 1 1440-21/4 1780-3 CIRCLING 1360-1 705 (800-1) REIL Rwys 13 and 36 0 1125 (1200-3) 785 (800-21/4)

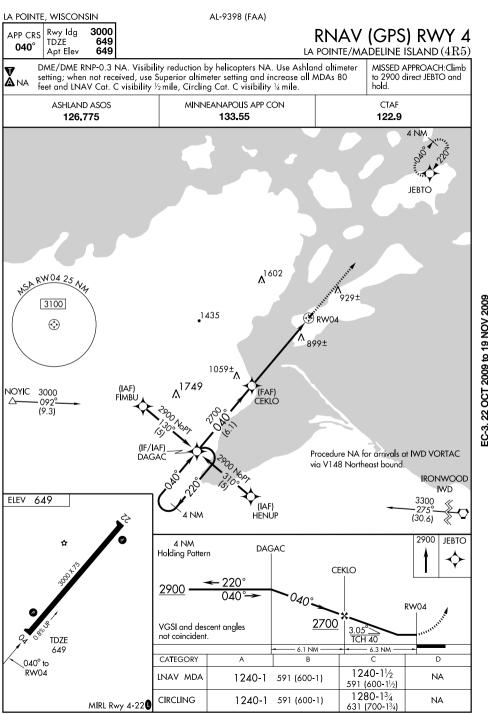


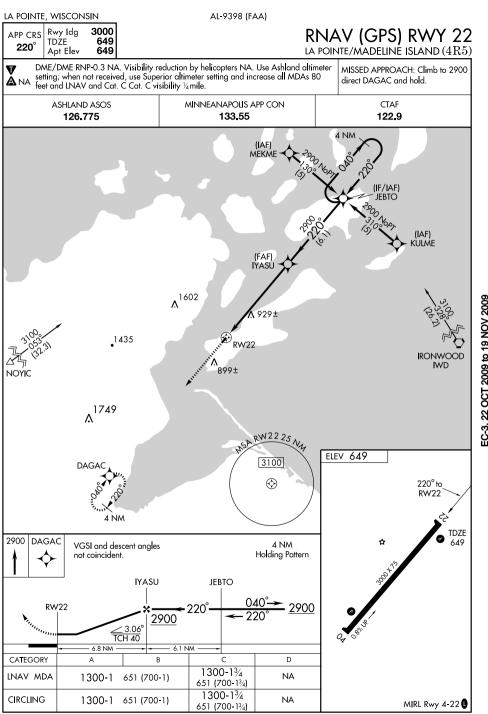




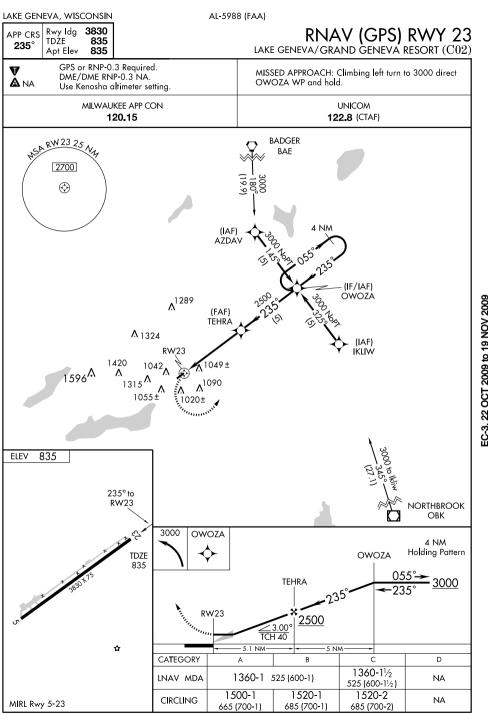


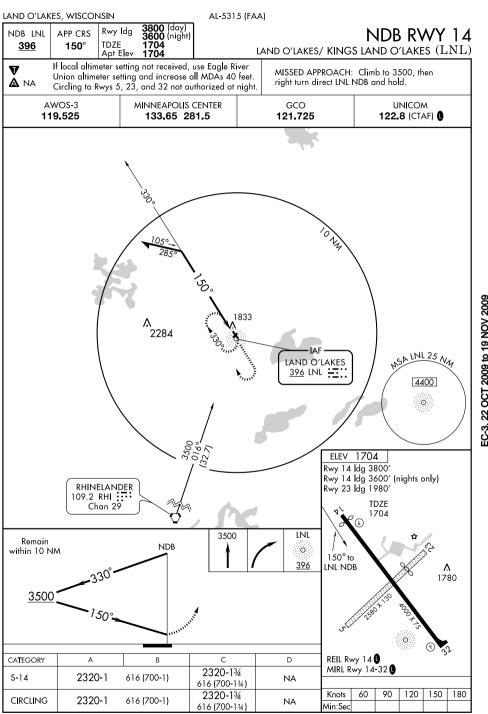


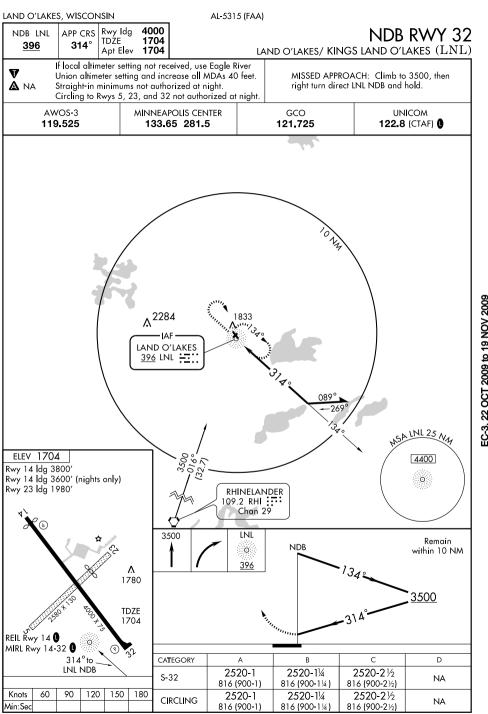


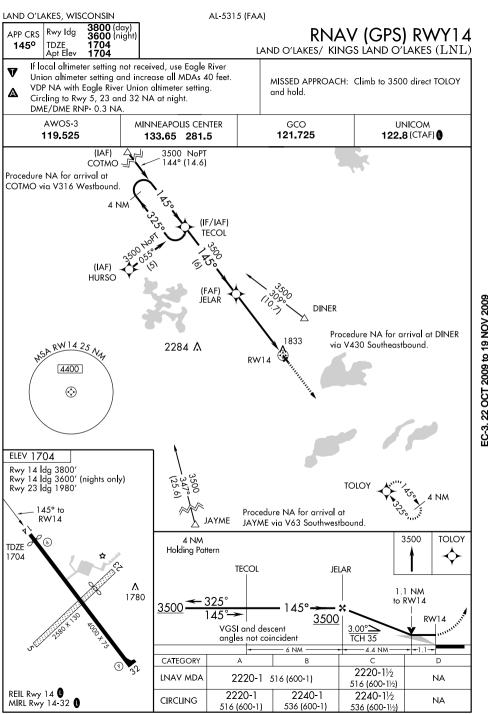


LADYSMITH, WISCONSIN AL-6704 (FAA) 4000 Rwy Idg NDB or GPS RWY 32 NDB RCX APP CRS TDŹE 1231 356 330° LADYSMITH/ RUSK COUNTY (RCX) Apt Elev 1238 V MISSED APPROACH: Climb to 3000 then Use Eau Claire altimeter setting. right turn direct RCX NDB and hold. AWOS-3 GREEN BAY RADIO GCO UNICOM 121.725 122.8 (CTAF) 122.3 118,125 △ 2012 IAF EC-3 22 OCT 2009 to 19 NOV 2009 **RUSK COUNTY** 356 RCX =: NSA RCX 25 Ny **1** 1670 (IHYIV) 3100 ELEV 1238 EAU CLAIRE 112.9 EAU :-_ Chan 76 330° to 3000 **RCX** RCX NDB NDB Remain 0 within 10 NM 356 3000 (IHYIV) 330° **TDZE** 1231 CATEGORY C D REIL Rwys 14 and 32 🕕 Α MIRL Rwys 14-32 and 1-19 1 1940-2 S-32 1940-1 709 (800-1) NA 709 (800-2) 180 1940-2 Knots 120 150 CIRCLING 1940-1 702 (800-1) NA 702 (800-2) Min:Sec









LAND O'LAKES, WISCONSIN AL-5315 (FAA) Rwy Idg 4000 RNAV (GPS) RWY 32 APP CRS TDŹE 1704 325° LAND O'LAKES / KINGS LAND O'LAKES (LNL) Apt Elev 1704 If local altimeter setting not received, use Eagle River V Union altimeter setting and increase all MDAs 40 feet. Straight-in minimums NA at night. MISSED APPROACH: Climb to 3500 direct TECOL and hold. A Circling to Rwys 5, 23, and 32 NA at night. DME/DME RNP-0.3 NA. AWOS-3 MINNEAPOLIS CENTER GCO UNICOM 121.725 119.525 133.65 281.5 122.8 (CTAF) 0 TECOL DINER 1833 Λ2284 RW32 1889± WATOL (IAF) SARW32 25 Ny 1.6 NM to CINOP RW32 4400 (FAF) JÖLNA **(** (IF/IAF) TOLOY **ELEV 1704** Rwy 14 ldg 3800° Rwy 14 ldg 3600' (nights only) Rwy 23 ldg 1980' (IAF) Procedure NA for arrival at JAYME via V63 Southwestbound. 3500 TECOL 4 NM JOLNA TOLOY Holding Pattern 1780 WATOL 1.6 NM to 325° RW32 <u>35</u>00 RW32 3.00° 2260 TCH 40 **TDZE** 1704 VGSI and descent angles not coincident. 6 NM -3.9 NM -1.6 -D CATEGORY

LNAV MDA

CIRCLING

325° to

RW32

REIL Rwy 14 🛭

MIRL Rwy 14-32 1

2140-1

2200-1

496 (500-1)

436 (500-1)

2240-1

536 (600-1)

FC-3 22 OCT 2009 to 19 NOV 2009

2140-11/4

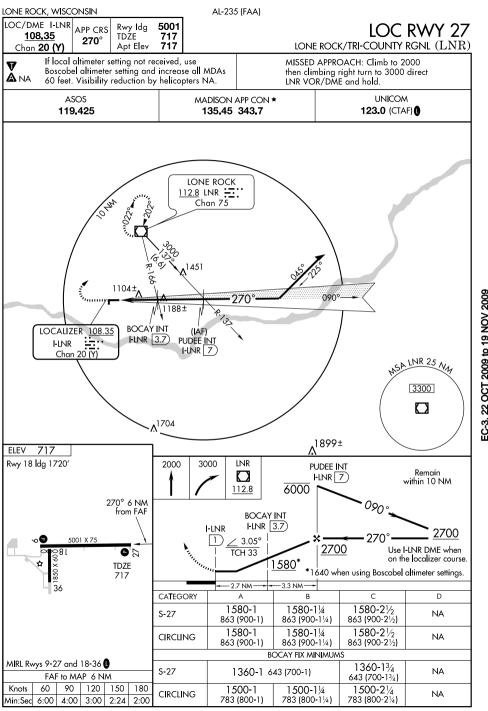
436 (500-11/4)

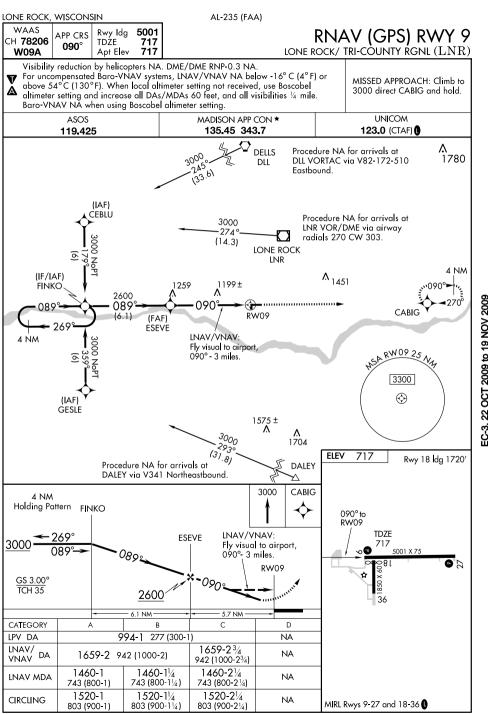
2240-11/2

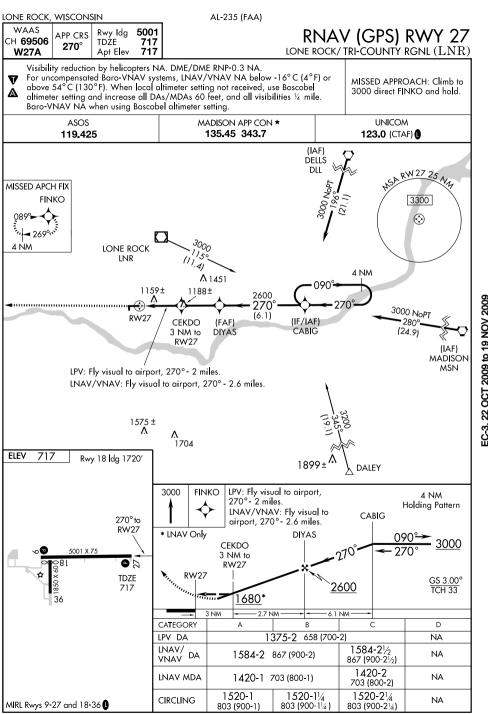
536 (600-11/2)

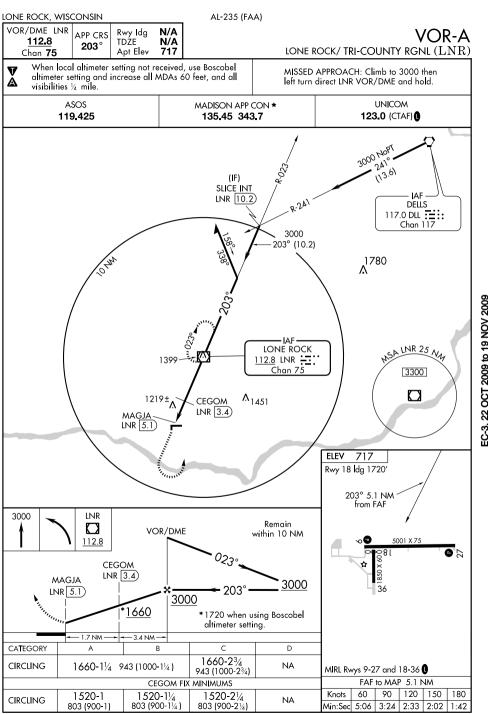
NA

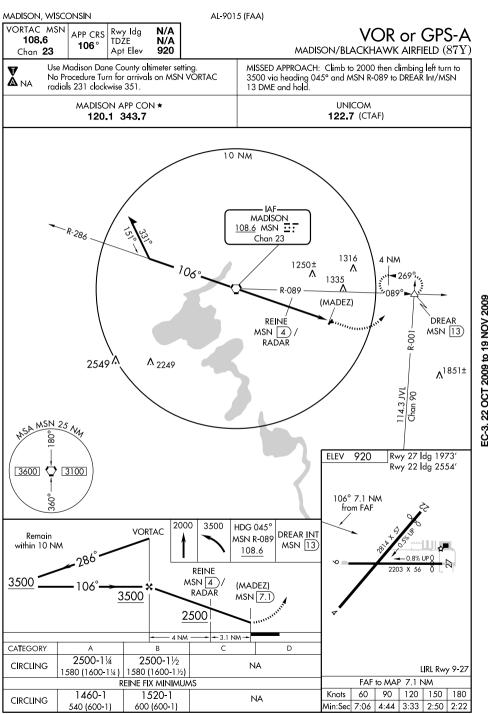
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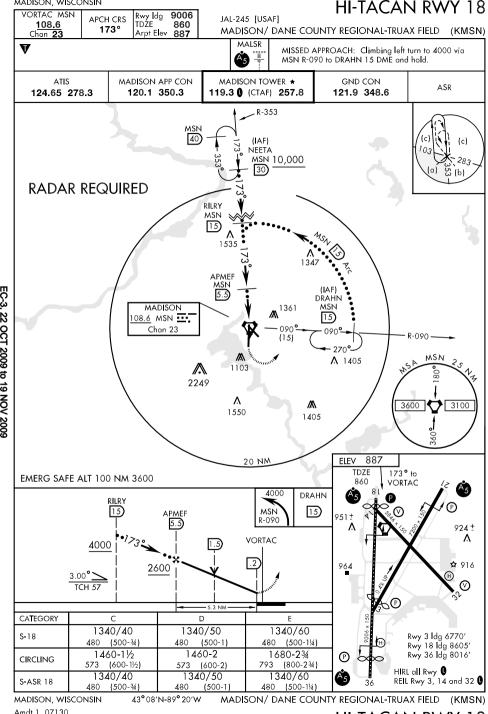


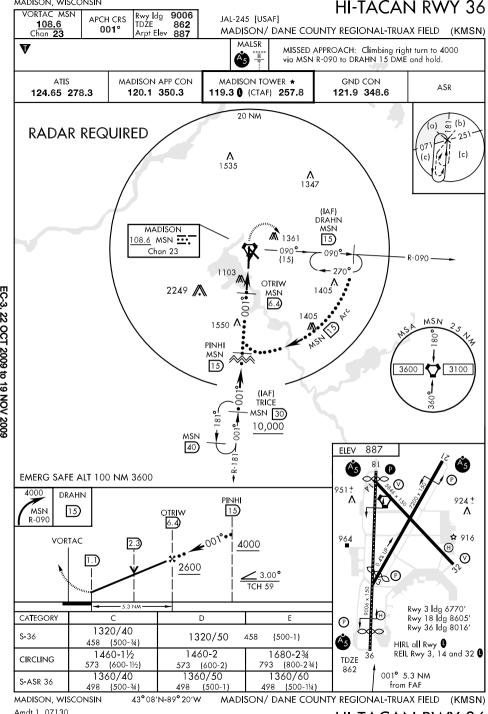


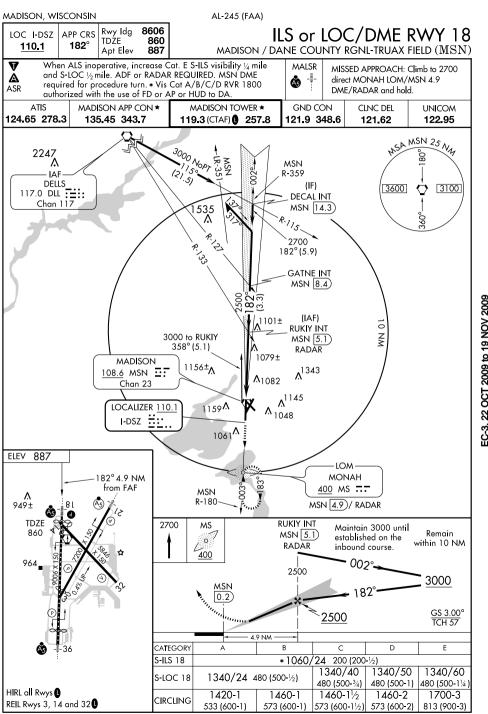


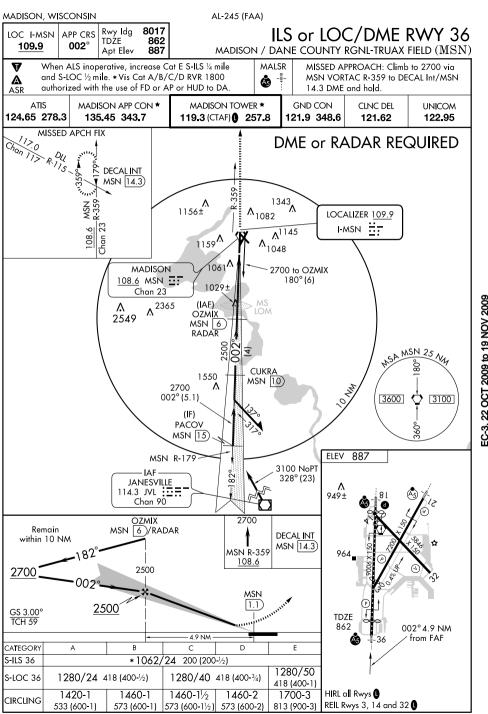
MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN) AIRPORT DIAGRAM AL-245 (FAA) MADISON, WISCONSIN ATIS CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. 124.65 278.3 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED. MADISON TOWER* 119.3 257.8 **GND CON** 121.9 348.6 FIELD CLNC DEL **ELEV** 121.62 887 43°09′N[⊥] 81 ELEV 860 **ELEV** BAK 12/14 859 LAHSO LAHSO BAK JANUARY 2005 12/14 **NORTH** ANNUAL RATE OF CHANGE 0.1° W HOLDING ⋖ BAY A3 83 LAHSO 58 Kg + 150 **EAST** RAMP ■ FBO A4 CONTROL **TOWER** 19.8° 964 50 X 9006 °2.0% **ELEV** 861 SOUTH **TERMINAL RAMP** LAHSO 3 43°08′N[⊥] **ELEV** 861 FIRE STATION WISCONSIN ANG BAK 12/14 _ (RESTRICTED AREA) RWY 3-21 G1 \$100, D200, \$T175, DT350 RWY 14-32 S75, D190, ST175, DT400 SOUTH RWY 18-36 HOLDING **ELEV** \$100, D200, \$T175, DT350 BAY 860 36 89°21′W 89° 20′W

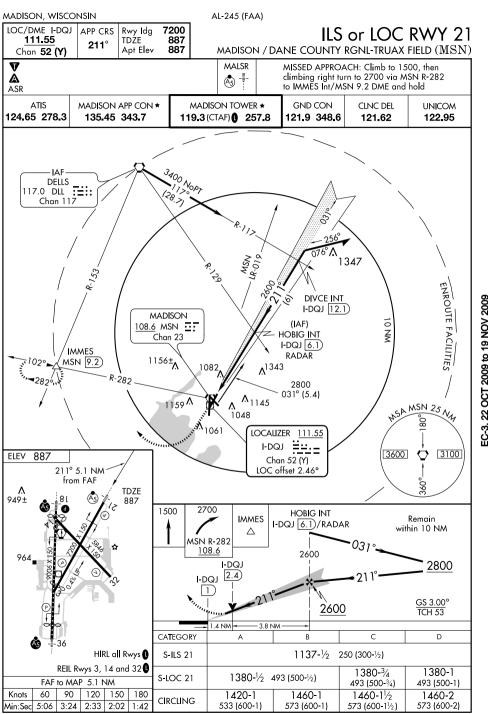
22 OCT 2009 to 19 NOV 2009



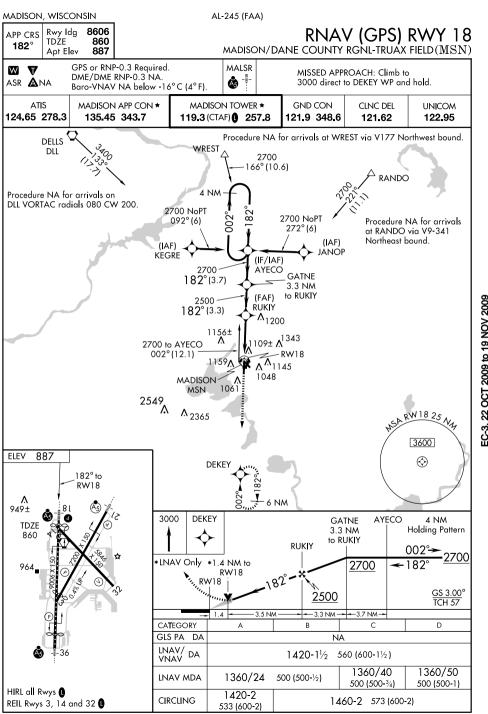


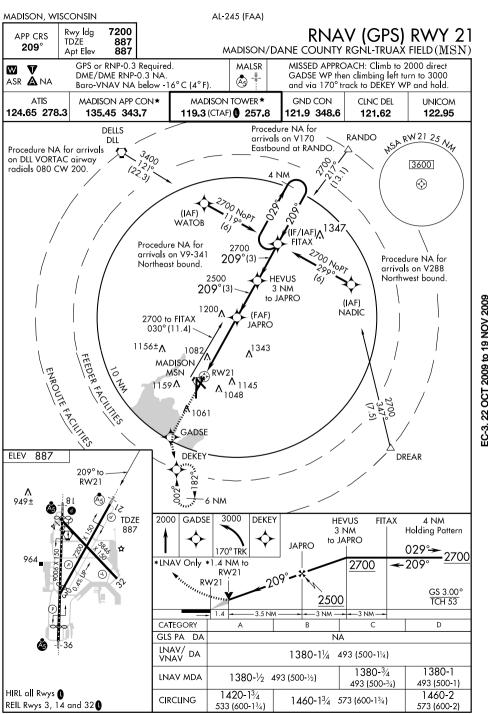






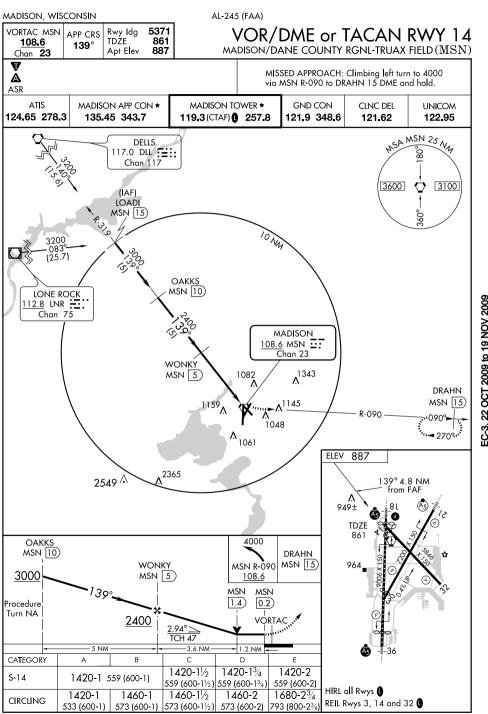
MADISON, WISCONSIN AL-245 (FAA) Rwy Ida 5371 RNAV (GPS) RWY 14 APP CRS TDZE 861 136° MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN) Apt Elev 887 V GPS or RNP-0.3 Required. MISSED APPROACH: Climb to **A**NA DME/DME RNP-0.3 NA. 3000 direct CINOT WP and hold. ASR ATIS MADISON APP CON ★ MADISON TOWER * GND CON CLNC DEL UNICOM 124.65 278.3 135.45 343.7 119.3 (CTAF) 0 257.8 121.9 348.6 121.62 122.95 WREST NSA RW 14 25 NA 3400 186° (10.1) (IAF) 3600 HILAK (IF/IAF) 3400 726 \Diamond SIDCO Procedure NA for arrival at NEGUS on V2 Westbound. WUPOP 2.6 NM o UFDIM **NEGUS** ،رد. ۵۸۵، 3400 100 19.71 (FAF) 1323± ÚFDIM EC-3 22 OCT 2009 to 19 NOV 2009 (IAF) ۸¹³⁴³ ∧¹⁰⁸² FÁNÓV 1156± 3400 to SIDCO RW14 Λ¹¹⁴⁵ 317°(11.1) 1159 MADISON Λ₁₀₆₁ MSN Procedure NA for arrival 2549 ∧ at MSN VORTAC airway Λ₂₃₆₅ radials 257 CW 017. 887 **ELEV** 136° to RW14 949± TDZE 861 CINOT 3000 6 NM SIDCO WUPOP Holding Pattern 2.6 NM to UFDIM 3400 **UFDIM** 1.6 NM to 2700 RW14 2500 **RW14** 3.05° TCH 41 3.5 NM -- - 2.6 NM--3.3 NM-1.6 D CATEGORY Α В C 1420-11/2 1420-13/4 LNAV MDA 1420-1 559 (600-1) 559 (600-11/2) 559 (600-13/4) HIRL all Rwys 1 1420-1 1460-1 1460-11/2 1460-2 **CIRCLING** REIL Rwys 3, 14 and 32 0 533 (600-1) 573 (600-1) 573 (600-11/2) 573 (600-2)

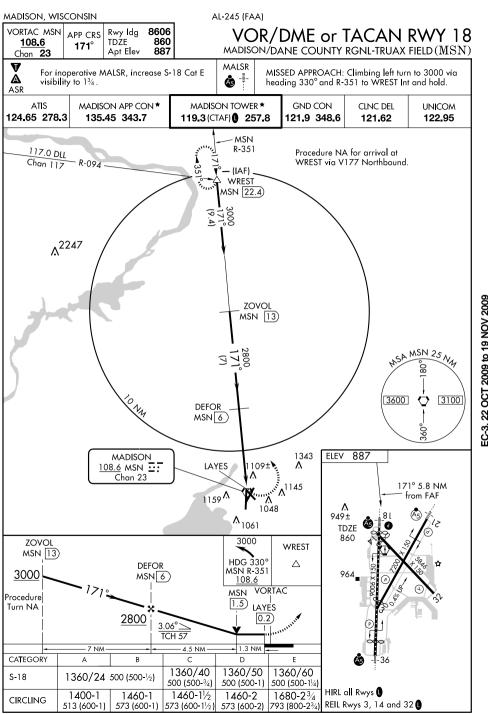


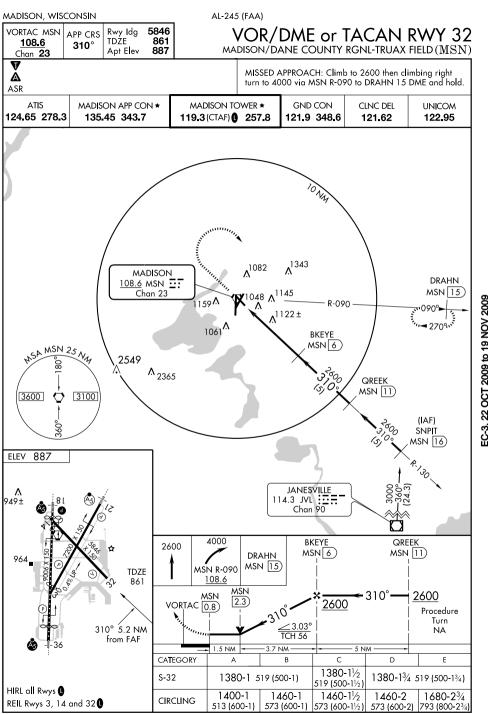


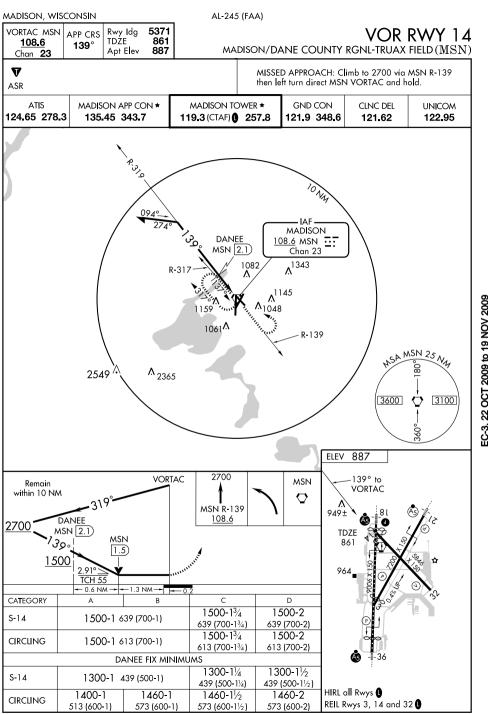
MADISON, WISCONSIN AL-245 (FAA) Rwy Ida 5846 RNAV (GPS) RWY 32 APP CRS TDZE 861 316° MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN) 887 Apt Elev V MISSED APPROACH: Climb to GPS or RNP-0.3 Required. **A**NA DME/DME RNP-0.3 NA. 3400 direct SIDCO WP and hold. ASR ATIS MADISON APP CON * MADISON TOWER ★ GND CON CLNC DEL UNICOM 124.65 278.3 121.9 348.6 135.45 343.7 119.3 (CTAF) 0 257.8 121.62 122.95 NSA RW 32 25 Ny SIDCO 3600 \Diamond Procedure NA for arrival on MSN VORTAC airway radials 076 CW 196. MADISON MSN ۸¹³⁴³ ۸¹⁰⁸² ¹¹⁵⁹∧ RW321145 DREAR Λ_{1048} 1061 PEKDE 169± 4.1 FC-3 22 OCT 2009 to 19 NOV 2009 2 NM to RW32 3000 to CINOT (FAF) (IAF) 136° (12) UMXU 2549 HATOB ۸²³⁶⁵ Procedure NA for arrival at THEBO on V341 Southwest bound. (IF/IAF) CINOT THEBO 6 NM 3000 to TUGBE -094°-(20.2)(IAF) TUGBE 887 **ELEV ^**. 949± 3400 SIDCO 6 NM CINOT Holding Pattern NUXMU PEKDE 3000 2 NM to TDZE 861 RW32 2600 RW32 316° to 3.05° 1520 RW32 TCH 56 3.3 NM 2 NM 6 NM-CATEGORY D 1300-11/4 1300-11/2 LNAV MDA 1300-1 439 (500-1) 439 (500-11/4) 439 (500-11/2) HIRL all Rwys (1420-1 1460-1 1460-11/2 1460-2 **CIRCLING** REIL Rwys 3, 14 and 32 🕒 533 (600-1) 573 (600-1) 573 (600-11/2) 573 (600-2)

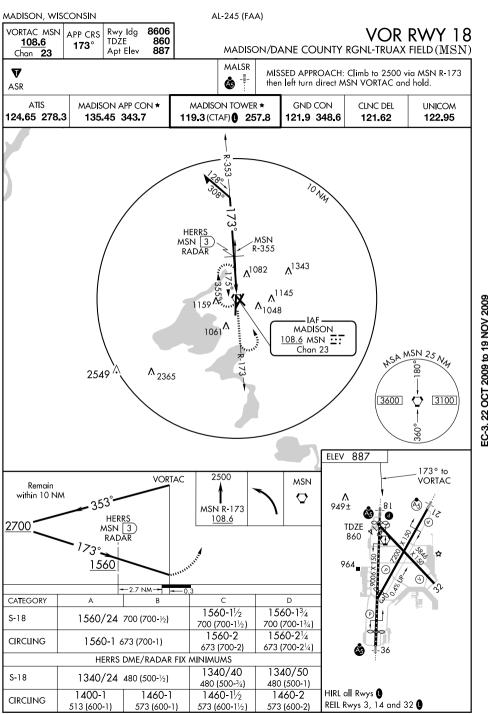
MADISON, WISCONSIN AL-245 (FAA) Rwy Idg 8017 RNAV (GPS) RWY 36 APP CRS TDŹE 862 002° MADISON/DANE COUNTY RGNI-TRUAX FIFID (MSN) 887 Apt Elev GPS or RNP-0.3 Required. MALSR W MISSED APPROACH: Climb to DME/DME RNP-0.3 NA. ASR ANA 3200 direct AYECO WP and hold. Baro-VNAV NA below -16°C (4°F) ATIS MADISON APP CON ★ MADISON TOWER ★ GND CON CLNC DEL UNICOM 124.65 278.3 135.45 343.7 119.3 (CTAF) 0 257.8 121.9 348.6 122.95 121.62 4 NM -**AYECO** 1156± 1082 **1**343 Procedure NA for arrival Procedure NA for arrival MADISON at DREAR on V2 Eastbound. on MSN VORTAC airway MSN DREAR 1159 ^ radials 122 CW 242. Λ;;;₁₀₄₈ RW36 1061 EC.3 22 OCT 2009 to 19 NOV 2009 3000 to DEKEY 2549_A 182°(12) 2365 (FAF) **ÖZMÍX** 2700 002°(2.3) RW36 25 Nz (IAF) 002°(3.7) **FELIL** 2.3 NM 300n NAGSE to OZMIX (IAF) 1550^ 0980 TUGBE 3600 (8.3)(IF/IAF \bigcirc Procedure NA for arrival at 3000 NoPT DEKEY 3000 NoPT THEBO on V341 Southwest bound. 092°(6) 272° (6) 887 **ELEV** 949± 6 NM 3200 **AYECO** DEKEY **FELIL** Holding Pattern 2.3 NM to OZMIX OZMIX *1.3 NM to *LNAV Only 00_{2°-} RW36 2700 RW36 GS 3.00° TCH 59 2500 3.7 NM -2.3 NM-3.6 NM **TDZE** 862 CATEGORY В С D GLS PA DA NA LNAV/ DA 1360/60 498 (500-11/4) 002° to RW36 1320/40 1320/50 1320/24 458 (500-1/2) LNAV MDA 458 (500-1) 458 (500-3/4) HIRL all Rwys 1 1420-13/4 1460-2 **CIRCLING** 1460-13/4 573 (600-13/4) REIL Rwys 3, 14 and 32 0 533 (600-13/4) 573 (600-2)

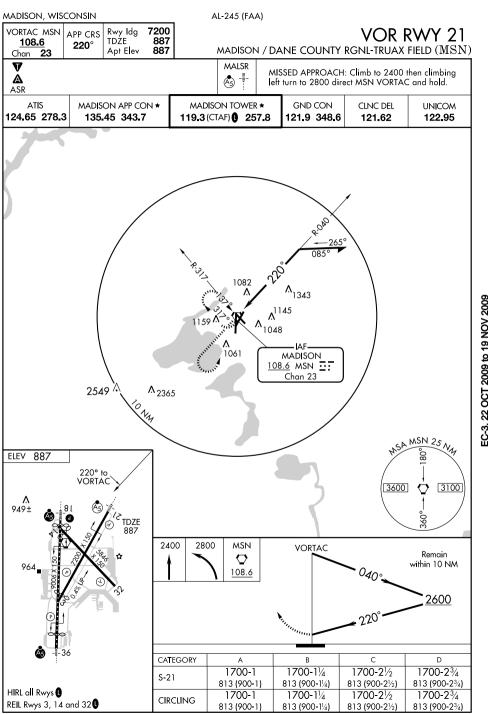


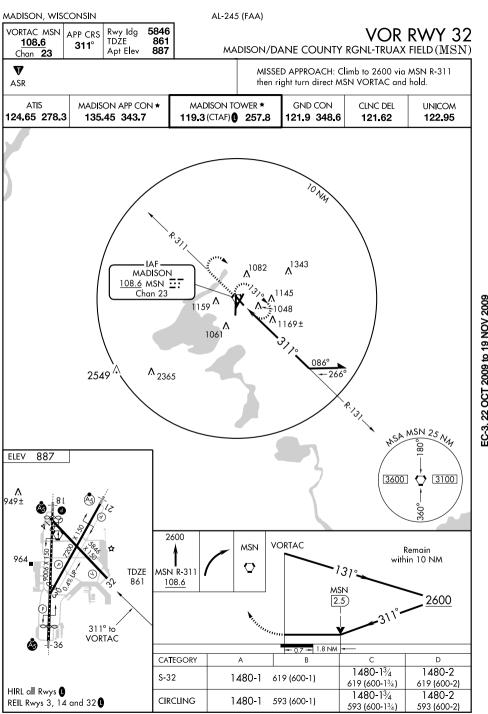


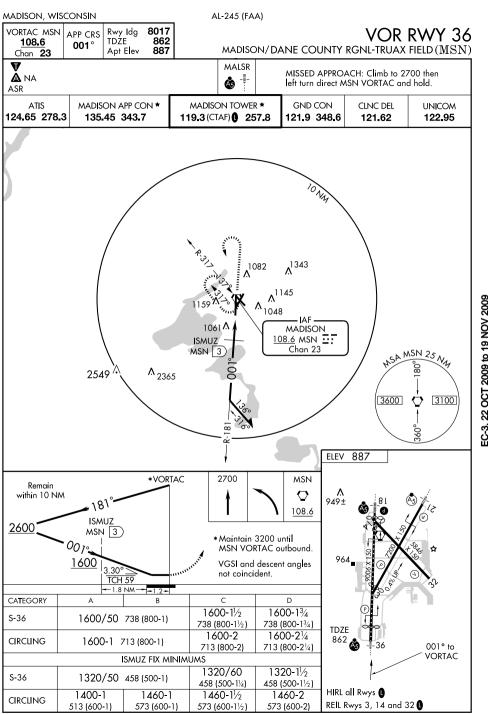


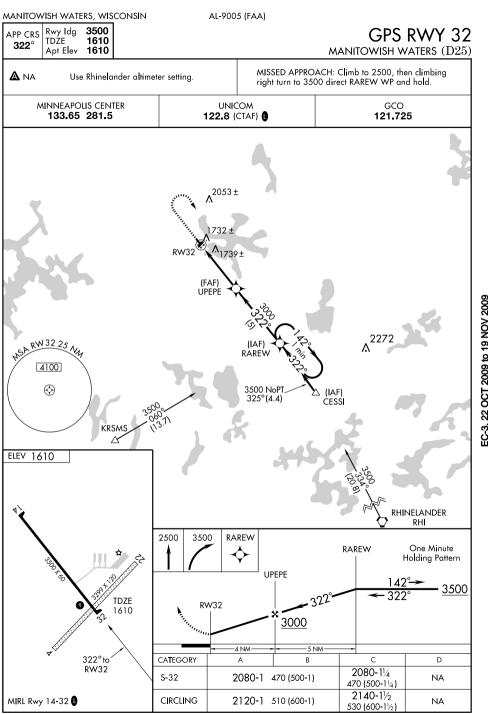


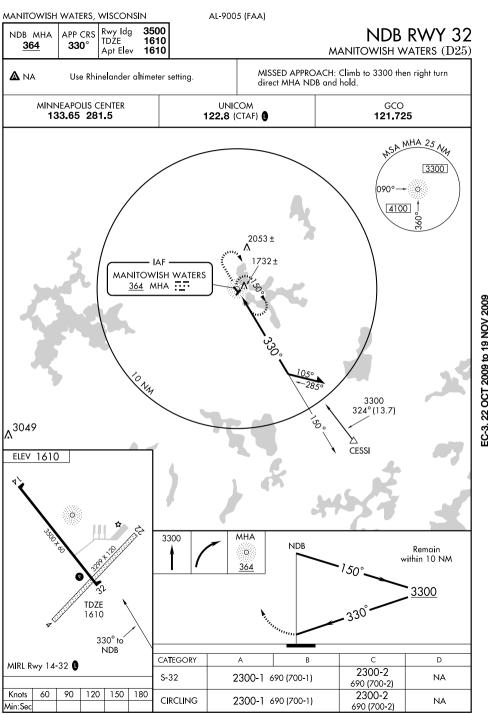


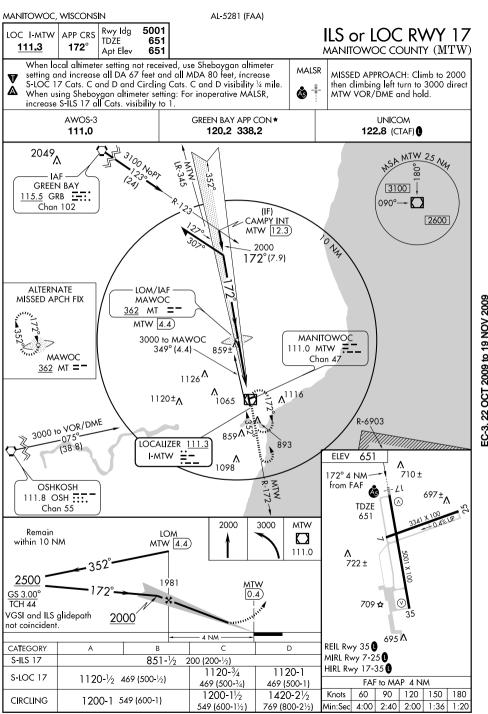


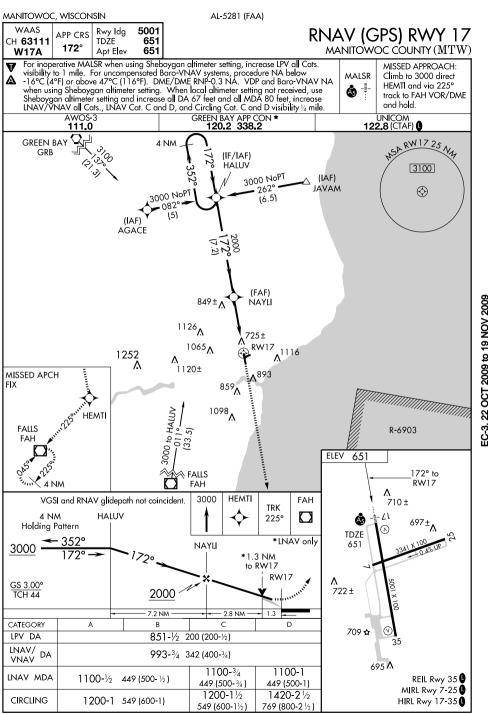


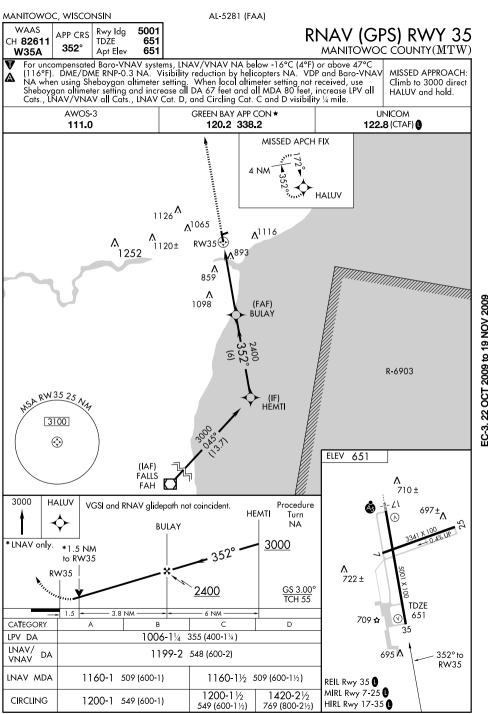


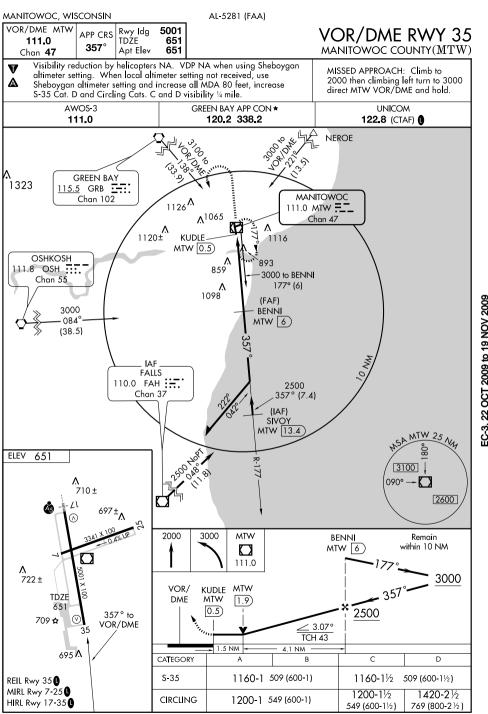


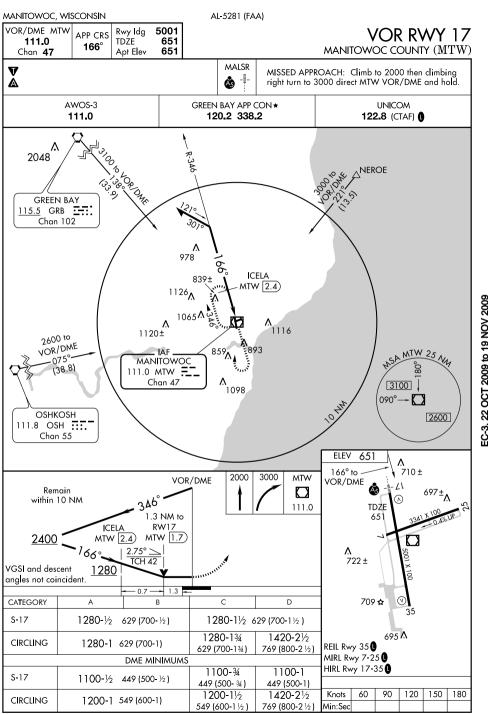


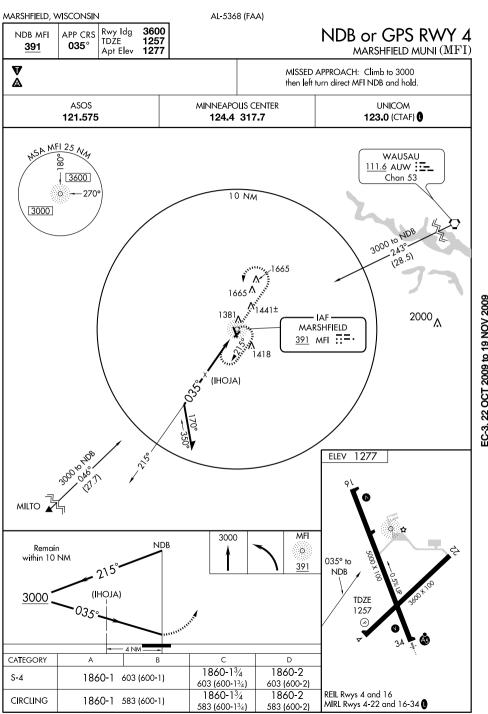


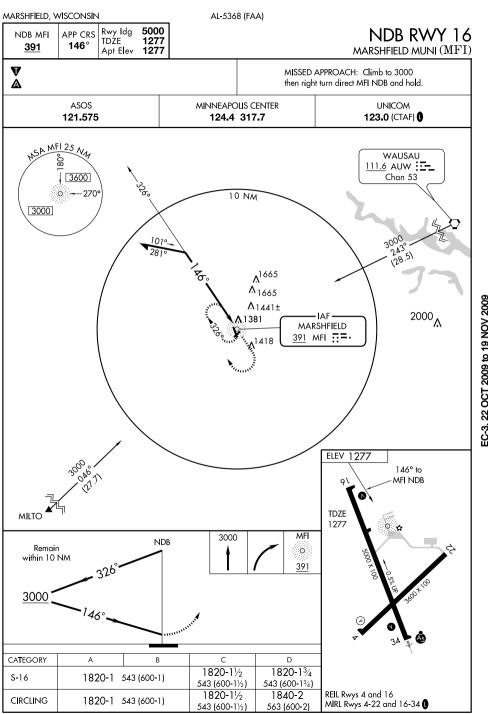


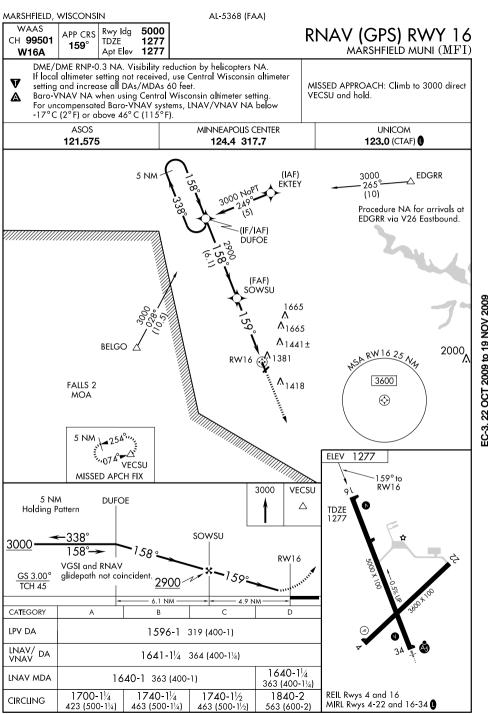


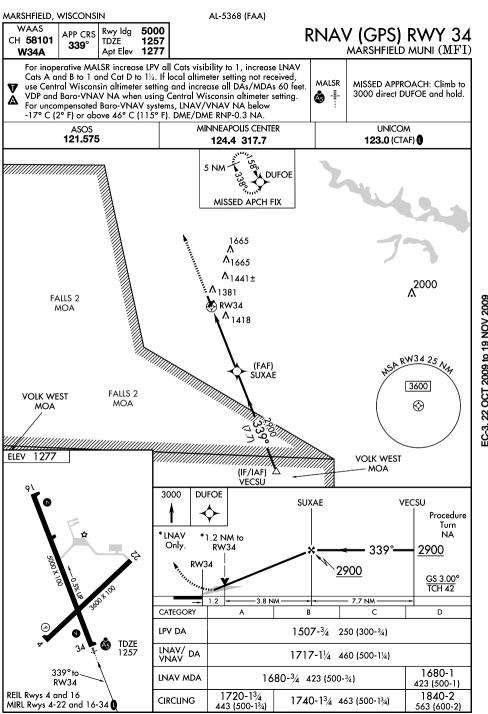


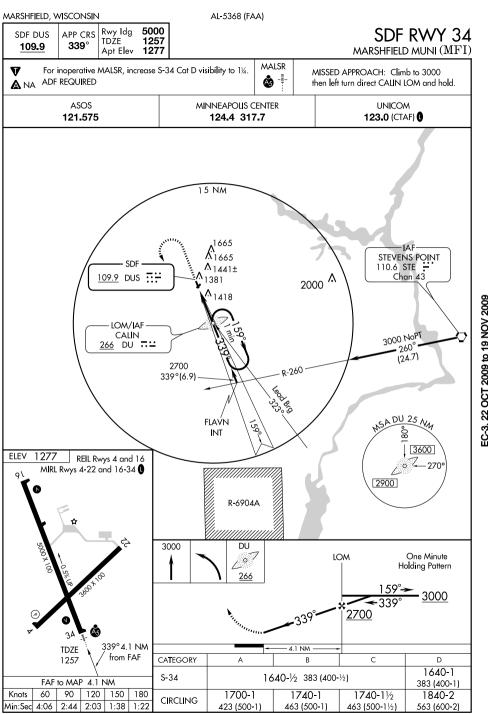


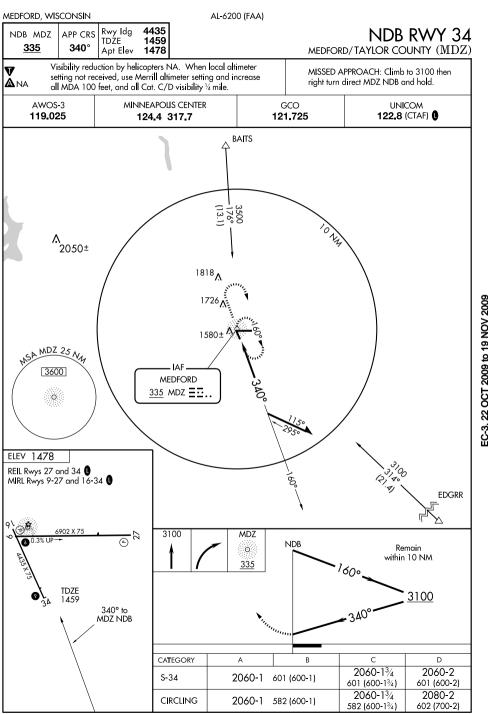


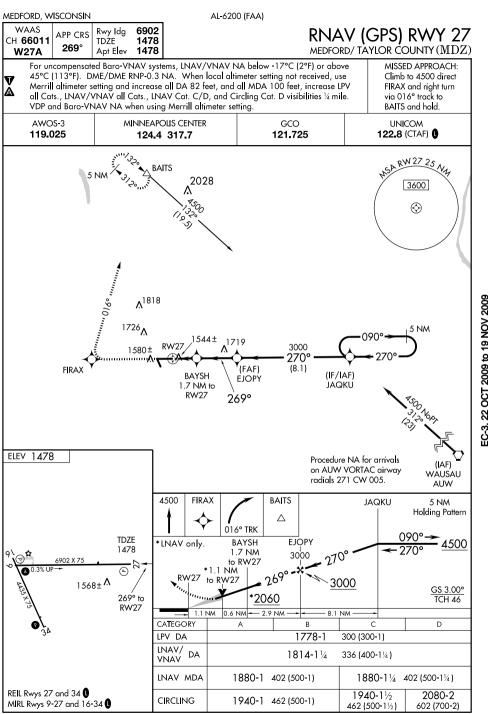




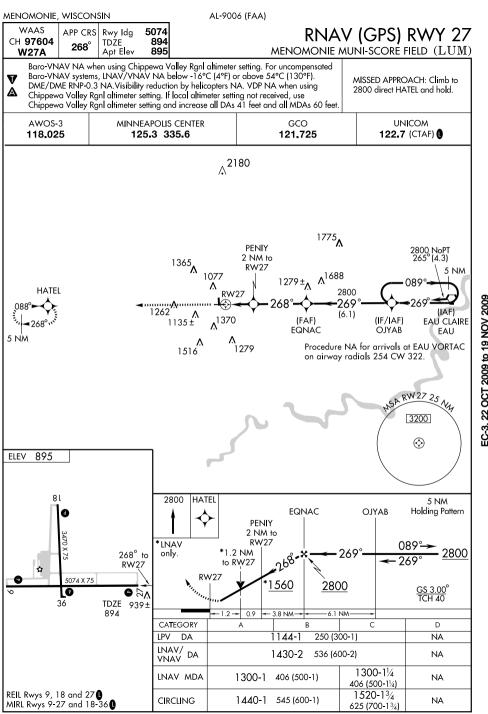


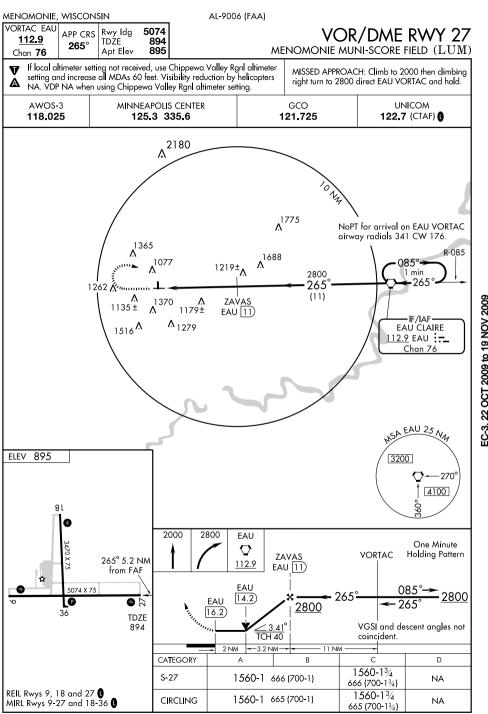


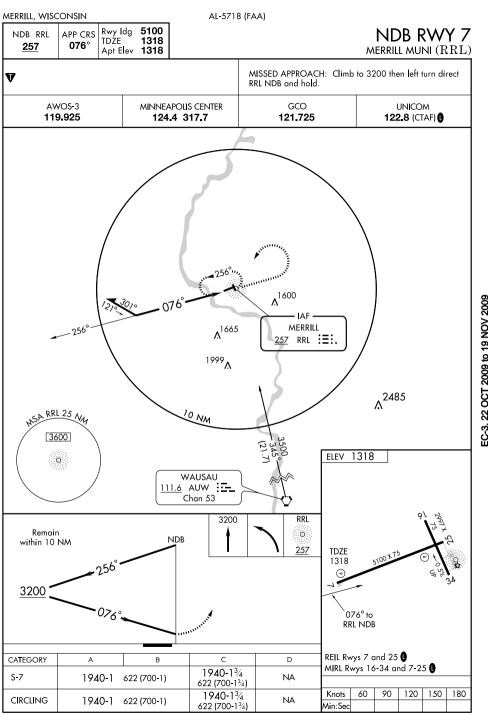


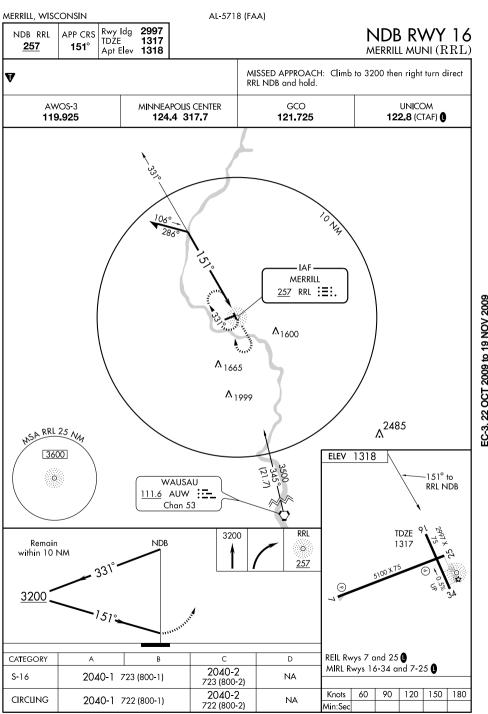


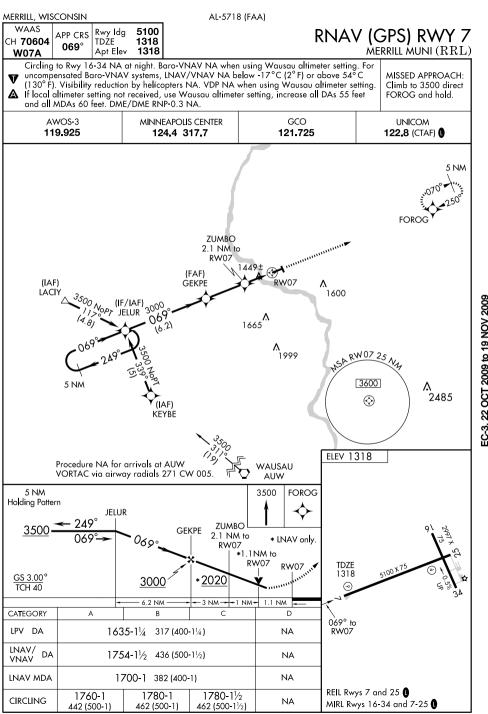
MENOMONIE	, WISCO	NSIN		AL-9006 (FAA)				
WAAS CH 40304 W09A	APP CR	Rwy Idg TDZE Apt Elev	5074 894 895		MENOMC	RNA\	/ (GPS) RW NI-SCORE FIELD (]	/Y 9 LUM)
or above helicopte	ve 54°C (1 ters NA. Li er setting. I	30°F). DME/ NAV/VNAV f local altimet	DME RNP-0.3 minimums NA er setting not	3 NA. Visibility r A when using Ch	ippewa Válley Rgnl hippewa Valley Rgnl		SED APPROACH: Clim 0 direct OJYAB and ho	
AWOS-3 118.025			MINNEAPOLIS CENTER 125.3 335.6		GCO 121.725		UNICOM 122.7 (CTAF) (
				·	∆ ²¹⁸⁰			
Procedure NA via V510 Nor (IAF) BITLR 2800 NoPT 087° (7.2) 51 (IAF) ELPAS	rthwest bo 088°- 		- 2800 - 088° (6.1)	ANILE 1262	on M 1365 M 1077 A 1077 A RW09	airway rac		CLAIRE EAU
5 NM Holding Patter	m н. 268° 088°→	ATEL 088°	ANILE	WIBAM 2.2 NM to RW09	2800 OJYAB *LNAV only.	3	895 81 3470×75	
GS 3.00° TCH 43			В В	*1640 -3.6 NM	2 NM-	TDZE 894	5074 X 75	27
LPV DA		119		300-1)	NA NA	-		
LNAV/ DA		1279	-11/4 385 (4	400-1¼)	, NA	4		
LNAV MDA	13	360-1 466	(500-1)	1360-1½ 466 (500-1½	(4) INA			
CIRCLING	14	140-1 545	(600-1)	1520-1 ³ / ₄ 625 (700-1 ³ / ₄			s 9, 18 and 27 0 ys 9-27 and 18-36 0	

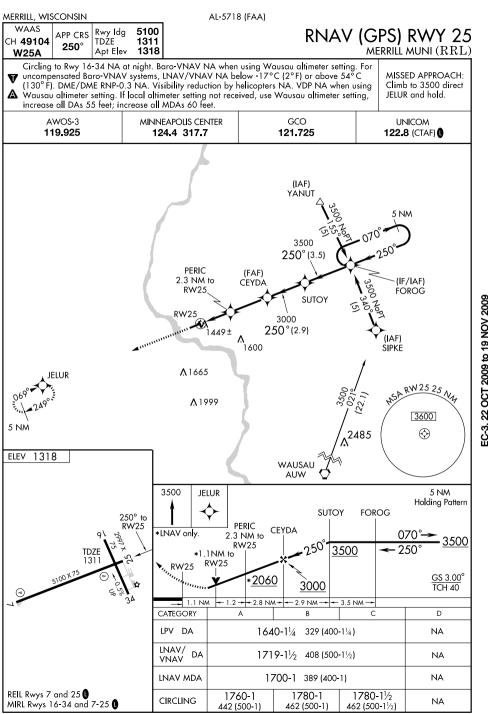




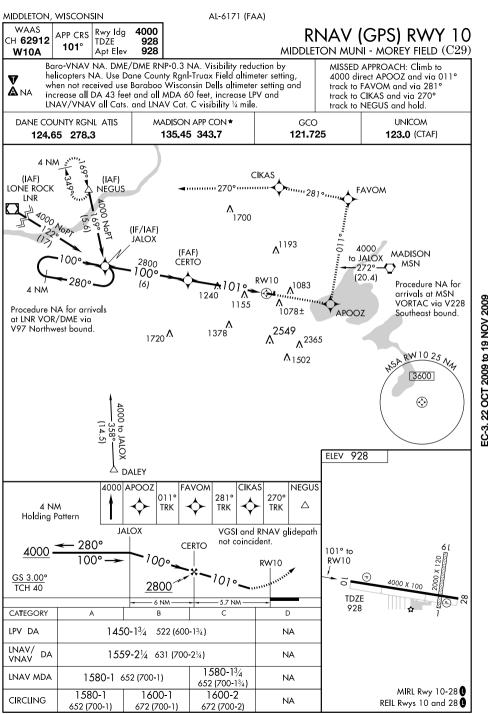


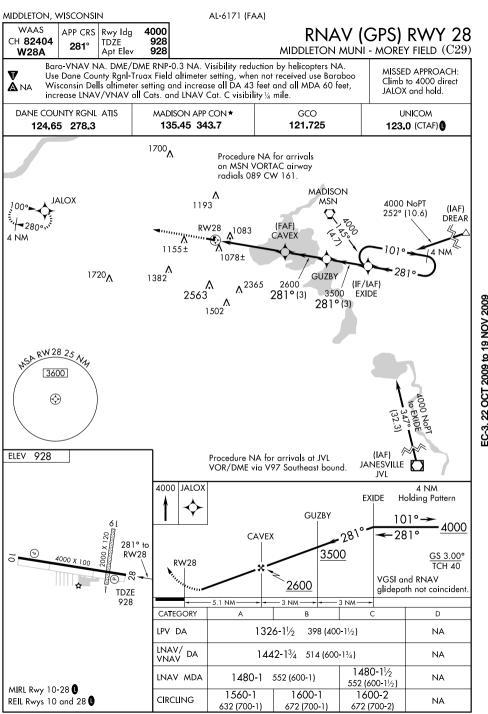


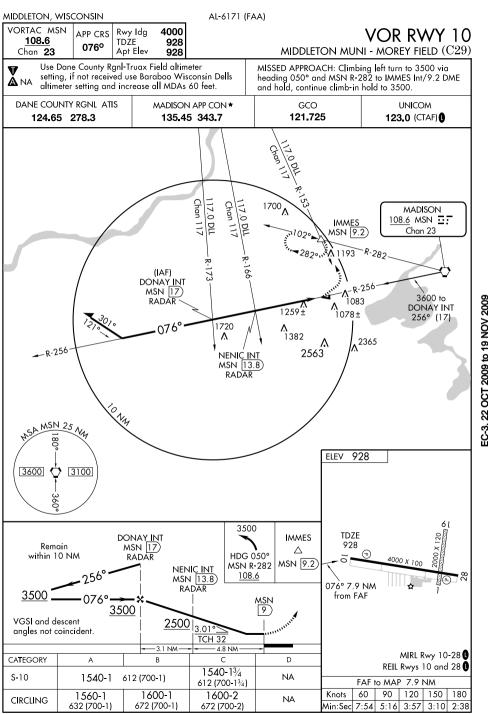


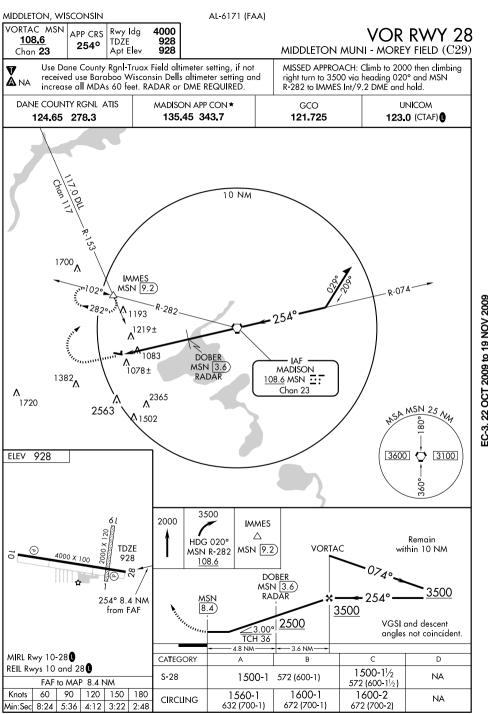


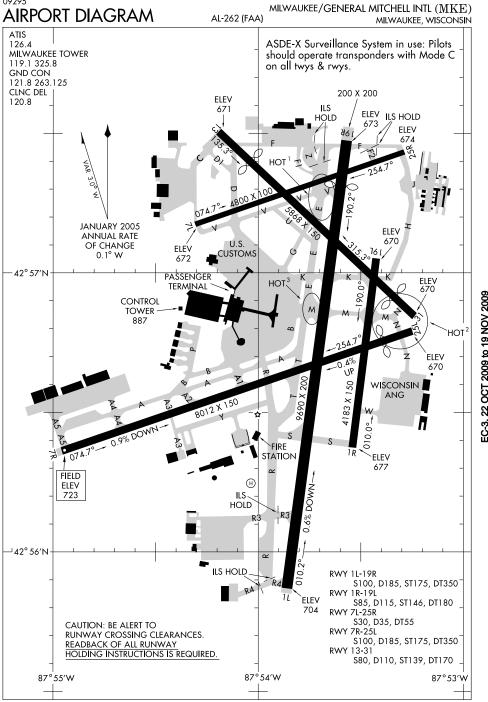
MIDDLETON, WISCONSIN AL-6171 (FAA) Rwy Ida 4000 LOC/DME I-CFQ APP CRS LOC/DME RWY 10 928 110.35 TDZE 101° Chan 40 (Y) Apt Elev MIDDLETON MUNI - MOREY FIELD (C29)928 Visibility reduction by helicopters NA. Use Dane County MISSED APPROACH: Climb to 1700 then climbing Ranl-Truax Field altimeter setting, when not received use left turn to 3600 via heading 010° and MSN Baraboo Wisconsin Dells altimeter setting and increase VORTAC R-282 to IMMES Int/MSN 9.2 DME A NA all MDA 60 feet, and increase S-10 Cat. C visibility ¼ mile and hold, continue climb-in-hold to 3600. DANE COUNTY RGNL ATIS MADISON APP CON★ GCO UNICOM 135.45 343.7 121.725 124.65 278.3 123.0 (CTAF) (MADISON 108.6 MSN **IMMES** MSN 9.2 Chan 23 (IAF) R-282 CERTO 2810 1193 2900 EC.3 22 OCT 2009 to 19 NOV 2009 I-CFQ 6.5 1010 264° 1083 (14.4)1 min 2810 1155± 101° 1078± Λ₁₃₈₂ 1720 **^** LOCALIZER 110.35 2365 I-CFQ ∷: 2563 Chan 40 (Y) 1502 SA MSN 25 My ELEV 928 3600 3100 101° 5 7 NM from FAF 3600 1700 **IMMES** One Minute CERTO 4000 X 100 Holding Pattern HDG 010° I-CFQ (6.5) MSN 9.2 MSN R-282 TDZE 108.6 928 I-CFQ 0.8) VGSI and descent 3.06° angles not coincident. TCH 31 5.7 NM CATEGORY D Α 1580-13/4 S-10 1580-1 652 (700-1) NA 652 (700-13/4) MIRL Rwy 10-28 0 1580-1 1600-1 1600-2 CIRCLING NA REIL Rwys 10 and 28 1 672 (700-1) 672 (700-2) 652 (700-1)

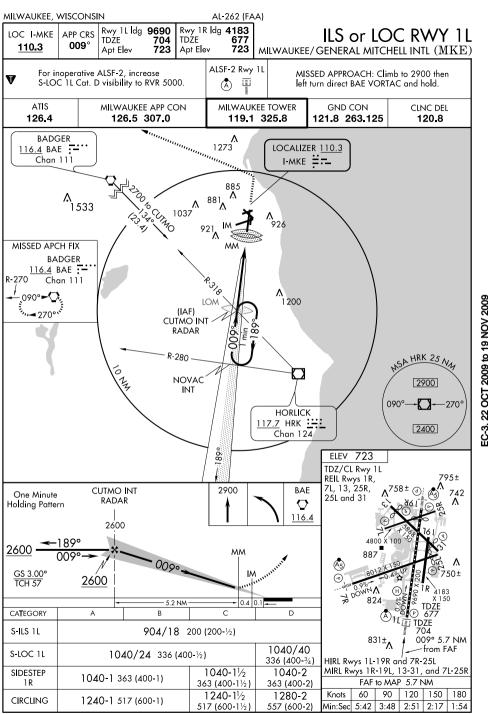


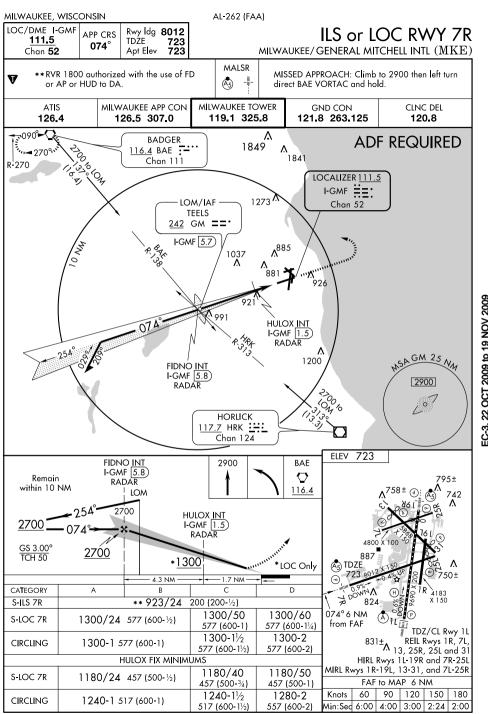


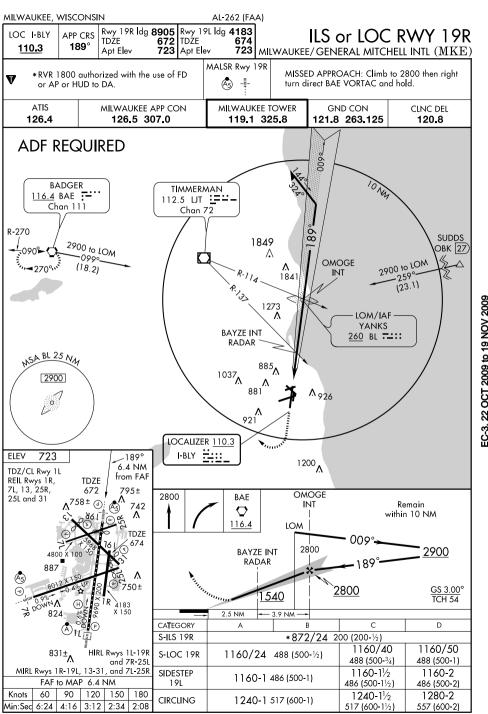


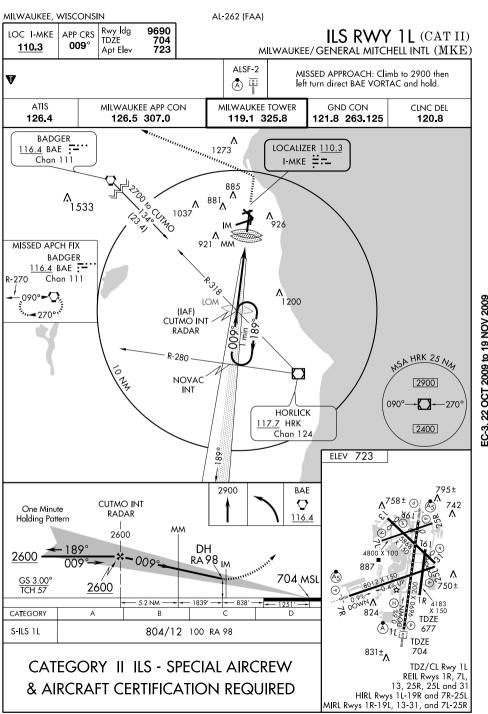


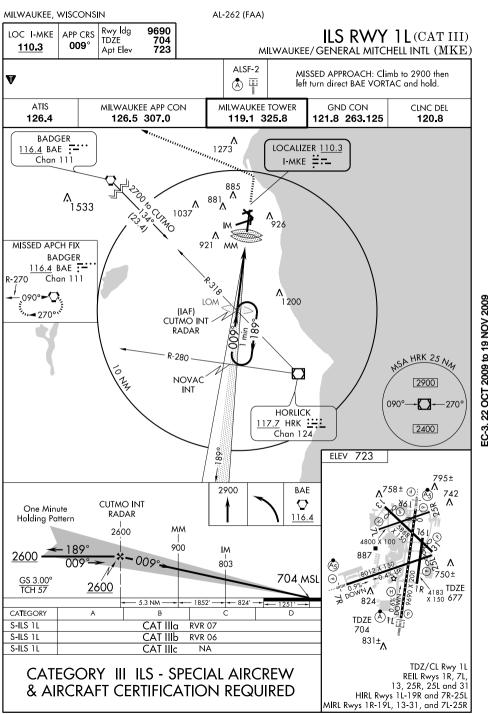


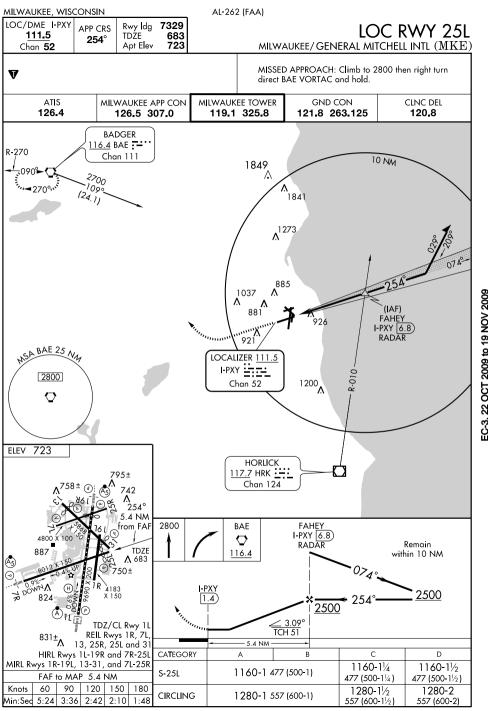












(MITCH1.MITCH) 09295 MILWAUKEE/ GENERAL MITCHELL INTL (MKE) MITCHELL ONE DEPARTURE SL-262 (FAA) MILWAUKEE, WISCONSIŃ ΔTIS **OSHKOSH GREEN BAY** 126.4 111.8 OSH :::. 115.5 GRB CINC DEL Chan 55 120.8 N43°59.43′-W88°33.36′ **GND CON** N44°33.31′-W88°11.69′ L-28 121.8 263.125 L-31. H-2 MADISON MANITOWOC MILWAUKEE DEP CON 111.0 MTW .___ 119.65 317.725 (E) 108.6 MSN ---125.35 307.0 (W) Chan 23 Chan 47 TIMMERMAN N44°07.71′-W87°40.80′ N43°08.69' 112.5 LJT :=:--**DELLS** L-28 W89°20.38' 117.0 DLL :::: Chan 72 Chan 117 L-28 MUSKEGON N43°06.59' BADGER 115.2 MKG **Ξ** :--W88°02.24' N43°33.05′ 116.4 BAE : Chan 99 W89°45.82' Chan 111 2000 L-28 N43°10 16' L-28 N43°07.01′ W86°02.36' W88°17.06′ Turboiets L-28 SIBER L-28. H-5 N43°08.08' △ W90°23.56′ 2000 H-5 Turbojets JANESVILLE 2000 114.3 JVL :== DUBUQUE Chan 90 115.8 DBQ **Ξ**∷: N42°33.48′-W89°06.32′ Chan 105 JAYBE L-28 PULLMAN N42°38.66′ N42°24.09' 112.1 PMM == W88°38.33' W90°42.54′ GRAND RAPIDS Chan 58 L-28 115.95 GRR :=: L-28, H-5 N42°27.96′ Chan 106 (Y) ROCKFORD W86°06.29' 110.8 RFD :----N42°47.20′ L-28, H-5-10 W85°29.82' Chan 45 L-28, H-5-10 N42°13.54′ W89°11.96′ KEELER BRADFORD 116.6 ELX :-:-L-28 114.7 BDF ☴☳ Chan 113 Chan 94 NORTHBROOK N42°08.66'-W86°07.36' N41°09.58′-W89°35.27 113.0 OBK =:--L-28, H-5-10 GIPPER L-27, H-5 Chan 77 115.4 GIJ :---N42°13.29′-W87°57.11′ Chan 101 L-28, H-5 N41°46.12′-W86°19.11′ TAKE-OFF MINIMUMS: L-28, H-5-10 Rwy 1R, 1L, 7L, 13, 19R, 19L, 25R, 25L, STANDARD. Rwy 7R, 300-1½ or STANDARD with a minimum climb of 300 feet per NM to 1100. Rwy 31, 300-1½ or STANDARD with a minimum climb of 257 feet per NM to 1000. SPECIAL INSTRUCTIONS: For all Turbojet aircraft: TAKE-OFF Runway 1L: Climb heading 009° to 2000, then turn to assigned heading. TAKE-OFF Runway 7R: Climb heading 074° to 2000, then turn to assigned heading. TAKE-OFF Runway 19R: Turn to assigned heading. TAKE-OFF Runway 25L: Climb heading 254° to 2000, then turn to assigned heading. NOTE: RADAR Required. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION All aircraft expect radar vectors to join filed/assigned route. Maintain 5000' or assigned lower altitude. Expect clearance to requested altitude/flight level ten minutes after

departure.

EC.3 22 OCT 2009 to 19 NOV 2009

SL-262 (FAA)

MILWAUKEE/ GENERAL MITCHELL INTL (MKE) MILWAUKEE, WISCONSIN

TAKE-OFF OBSTACLES:

(MITCH1.MITCH) 09183

Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL, Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL.

709' MSL. Train on track, 566' from DER, 12' right of centerline, to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.1 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.2 NM from DER,

from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30'

AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline,

625' from DER, 363' right of centerline, 26' AGL/ 702' MSL. Tree, 855' from DER, 401'

DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hangar, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL Tank, 1.1 NM from DER, 742' right of centerline, 165' AGL/885' MSL. Pole, 2629' from DER, 344' right of

AGL/742' MSL.

AGL/720' MSL.

centerline, 165' AGL/758' MSL.

up to 100' AGL/770' MSL.

RWY 1R, Antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL, Trees

beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL.

RWY 1L. Fence, beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL.

1164' left of centerline, 180' AGL/891' MSL.

Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/ 780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL. RWY 7R, Multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/

RWY 7L, Hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730'

RWY 13, Multiple light poles beginning 379' from DER, 156' left of centerline, up to 36'

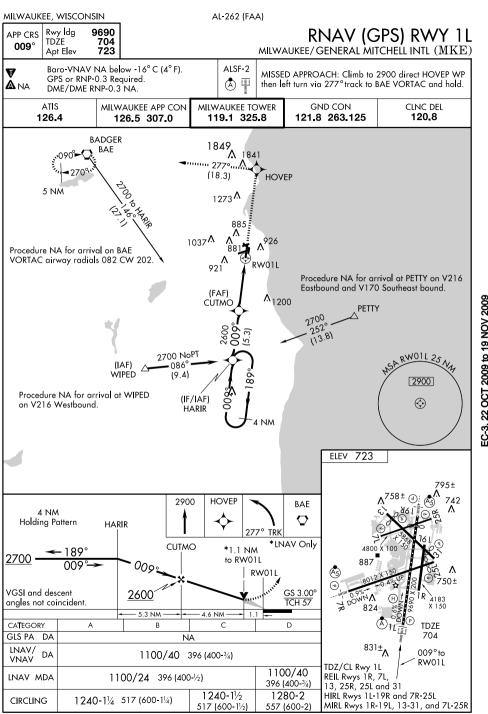
RWY 19L, Tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. RWY 19R, Tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL. RWY 25L, Tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330'

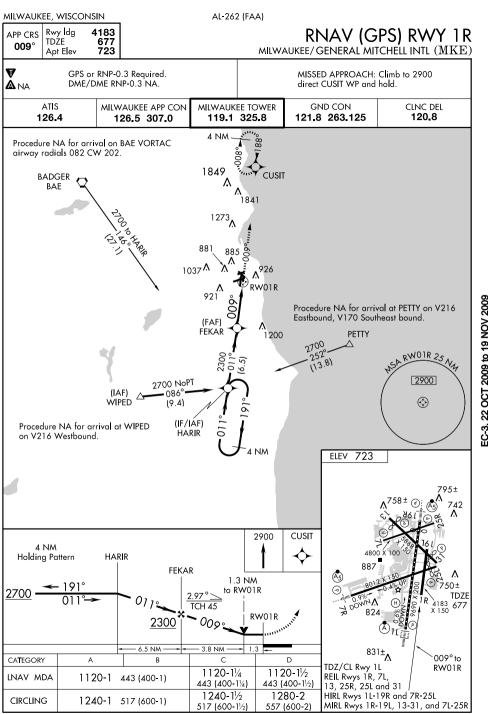
RWY 25R, Flag Pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar,

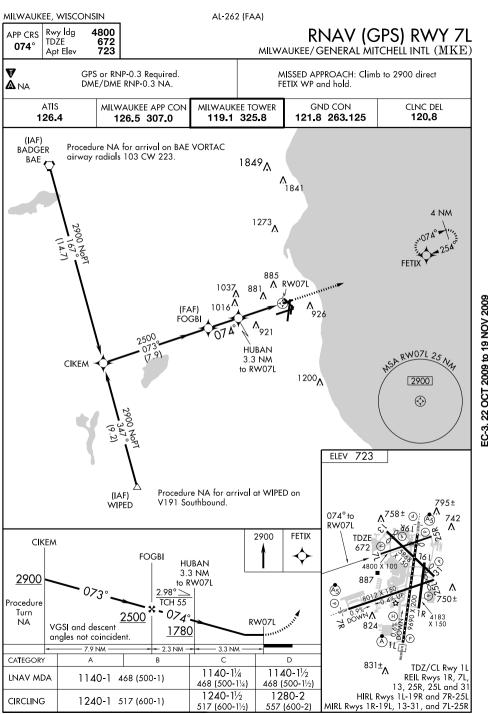
right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47'

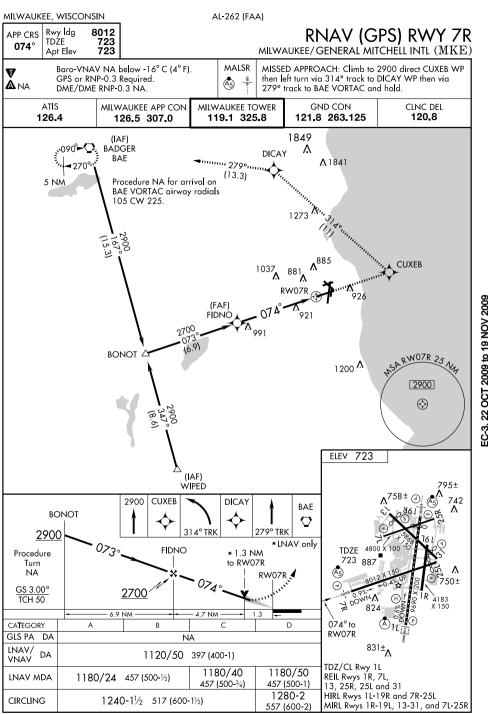
RWY 31, Fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from

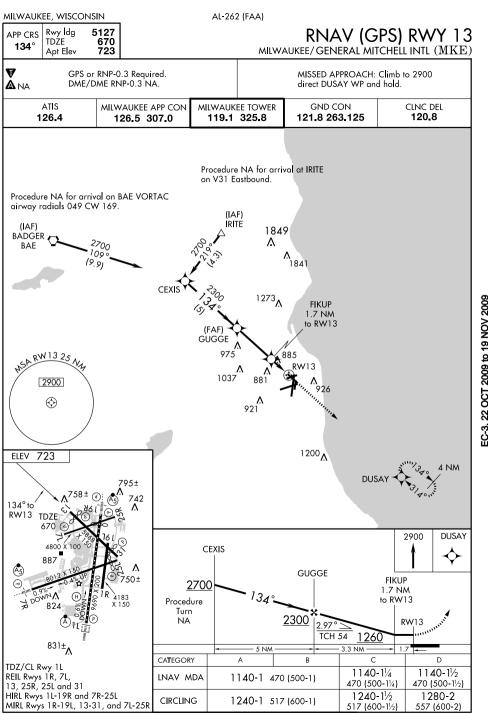
from DER, 1222' right of centerline, 57' AGL/812' MSL.

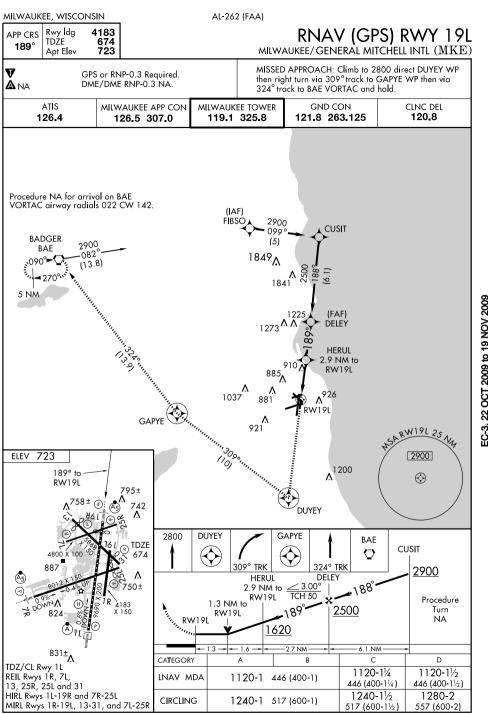


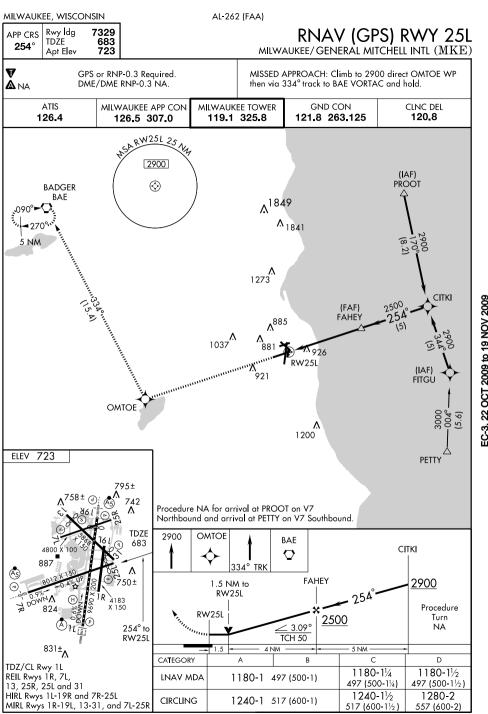


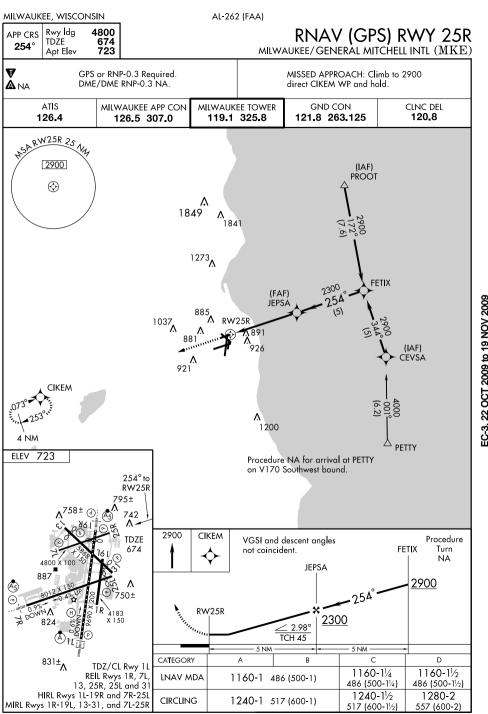


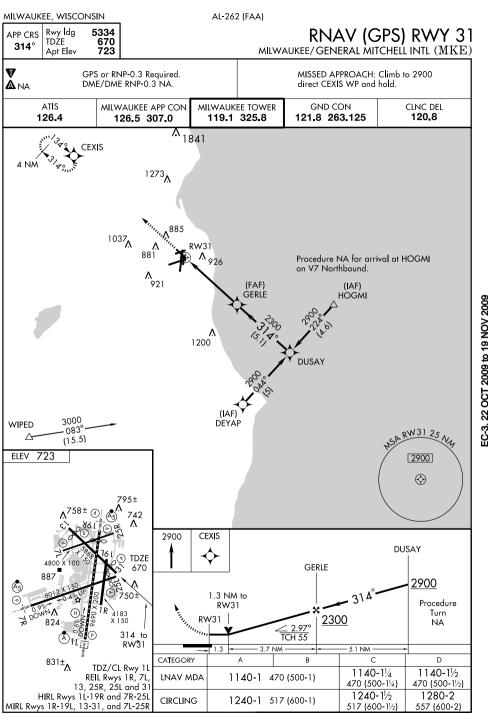


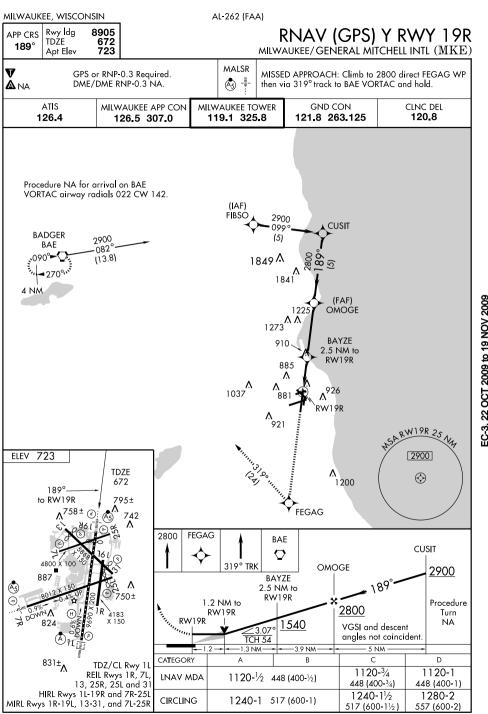


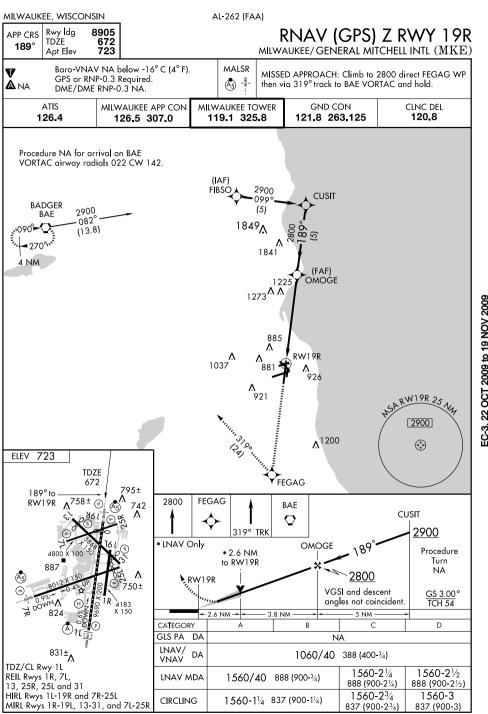


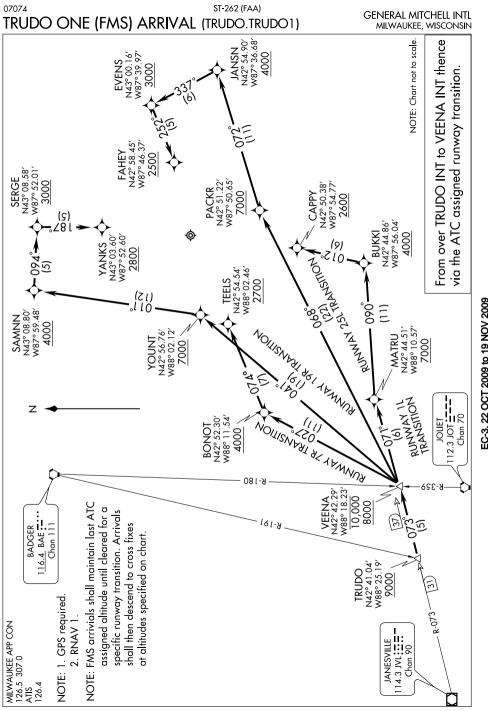










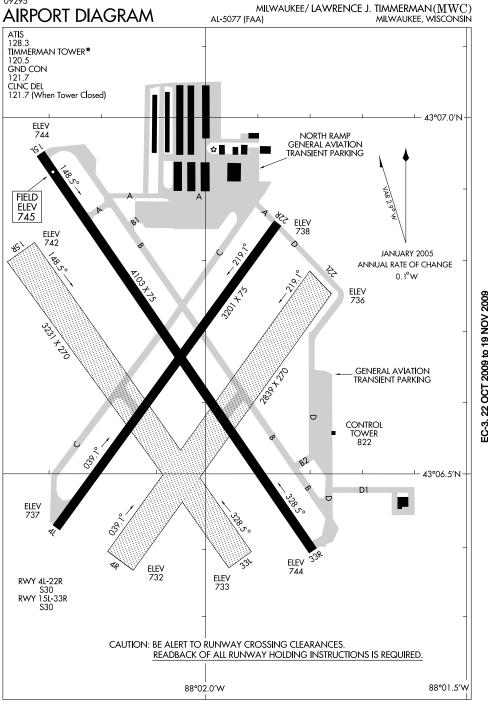


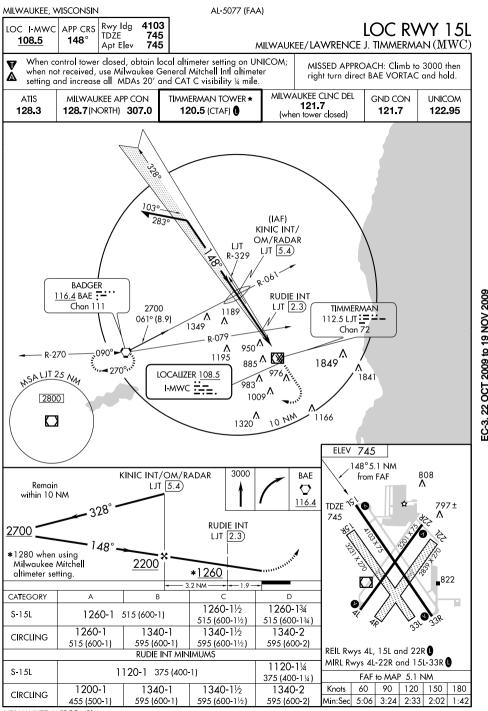
EC-3 22 OCT 2009 to 19 NOV 2009

R-359 to VEENA INT. Thence....

.... depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.



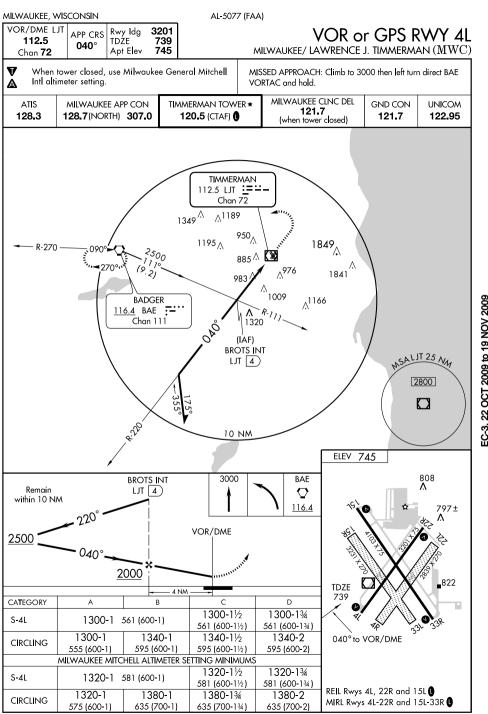


EC-3 22 OCT 2009 to 19 NOV 2009

R-359 to VEENA INT. Thence....

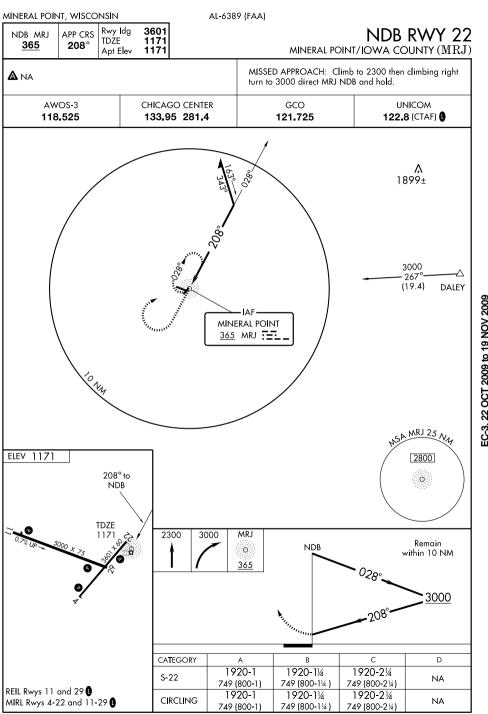
.... depart VEENA INT heading 050° for initial vector to final approach.

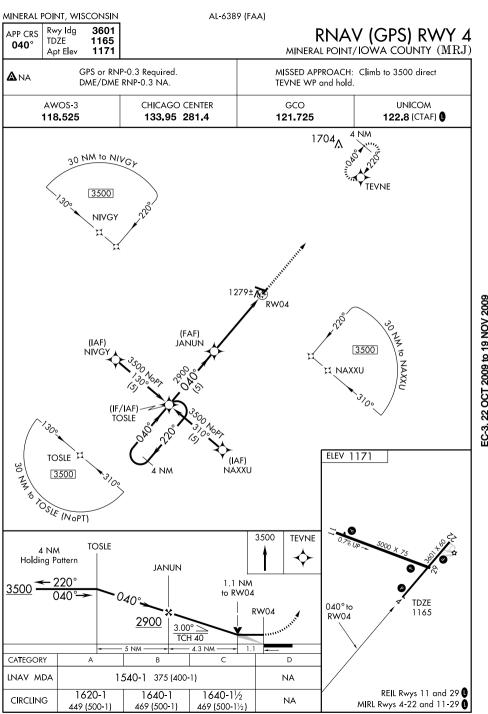
LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

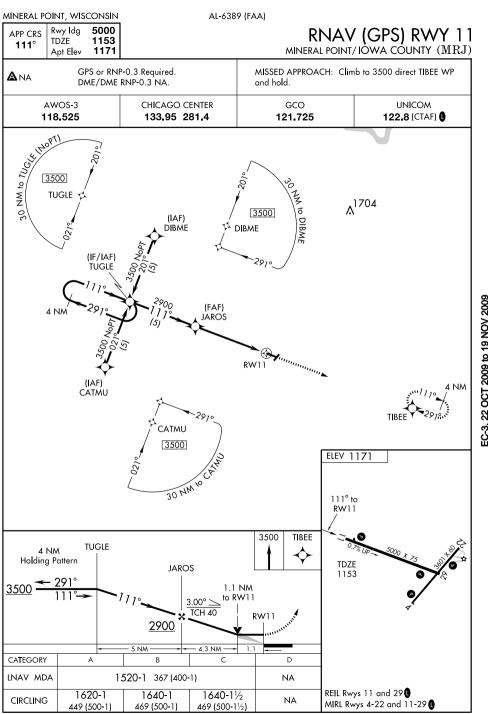


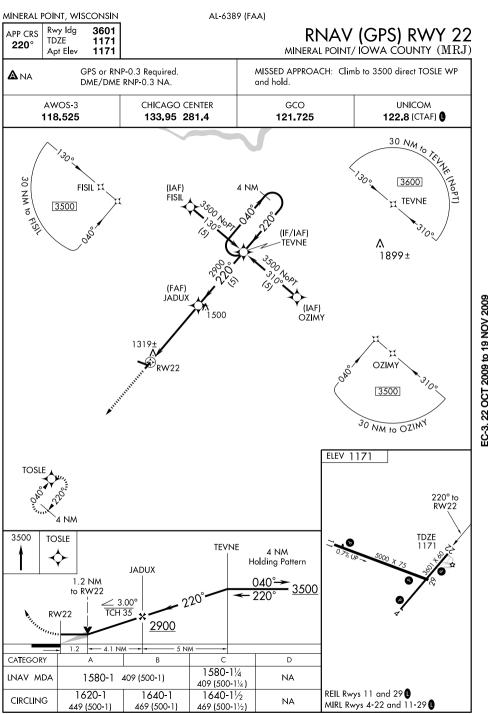
MILWAUKEE, WISCONSIN AL-5077 (FAA) VOR/DME LJT Rwy Ida 4103 VOR or GPS RWY 15L APP CRS 112.5 TDŹE 745 158° MILWAUKEE/LAWRENCE J. TIMMERMAN (MWC) Apt Elev 745 Chan **72** V When tower closed, use Milwaukee General Mitchell MISSED APPROACH: Climb to 2000 then climbing right À Int altimeter setting. turn to 3000 direct BAE VORTAC and hold. MILWAUKEE CLNC DEL TIMMERMAN TOWER ★ GND CON ATIS MILWAUKEE APP CON UNICOM 121.7 128.3 128.7(NORTH) 307.0 120.5 (CTAF) (121.7 122.95 (when tower closed) NSALIT 25 MM 2800 \Box (IAF) R-063 ATOWN INT **BADGER** TIMMERMAN LJT 5 116.4 BAE :-112.5 LJT :=: Chan 111 1349 Chan 72 2700 Λ1189 063° 950_^ (9.71 1195 ^\ 1849 R-270 -885 🔊 1841 ^ 983∧ 1009 ^ 1166 1320 **ELEV** 745 158° to VOR/DME 808 BAE 2000 3000 ۸ \bigcirc ATOWN INT TDZE Remain LJT 5 116.4 745 within 10 NM 797± VOR/DME 2700 158° 2200 822 - 5 NM -CATEGORY Α C D 1260-11/2 1260-13/4 S-15L 1260-1 515 (600-1) 515 (600-11/2) 515 (600-134) 1300 - 11340 - 11340-11/2 1340-2 CIRCLING 555 (600-1) 595 (600-1) 595 (600-2) 595 (600-11/2) MILWAUKEE MITCHELL ALTIMETER SETTING MINIMUMS 1280-1½ 1280-13/4 S-15L 1280-1 535 (600-1) 535 (600-11/2) 535 (600-134) MIRL Rwys 4L-22R and 15L-33R 1340-1 1380 - 11380-13/4 1380-2 CIRCLING REIL Rwys 4L, 15L and 22R 1 595 (600-1) 635 (700-1) 635 (700-134) 635 (700-2)

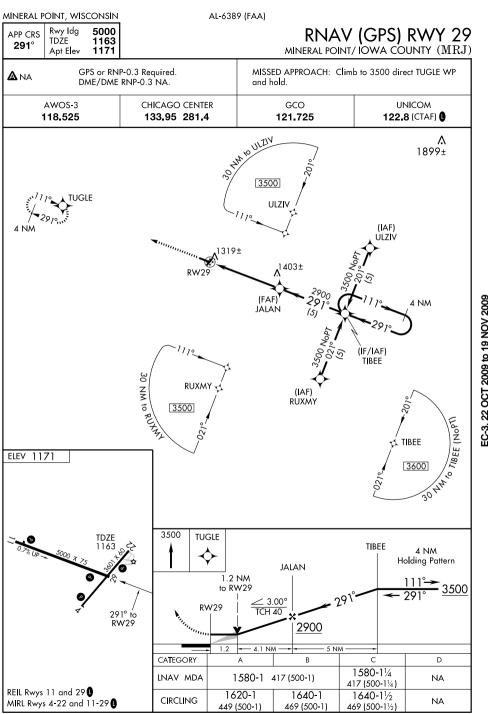
EC-3 22 OCT 2009 to 19 NOV 2009

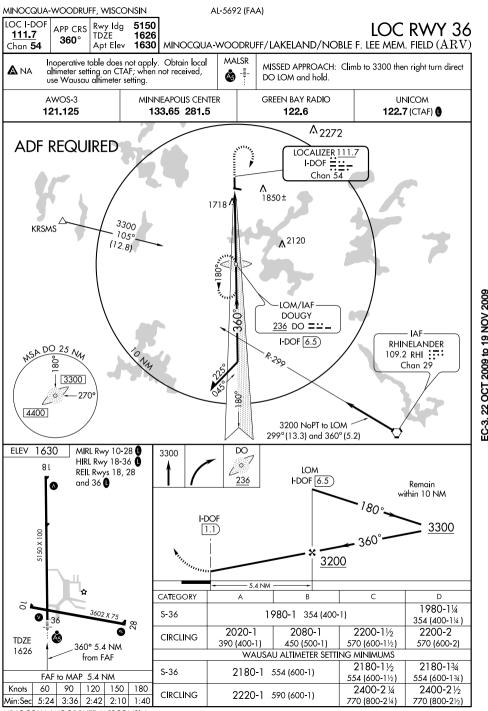


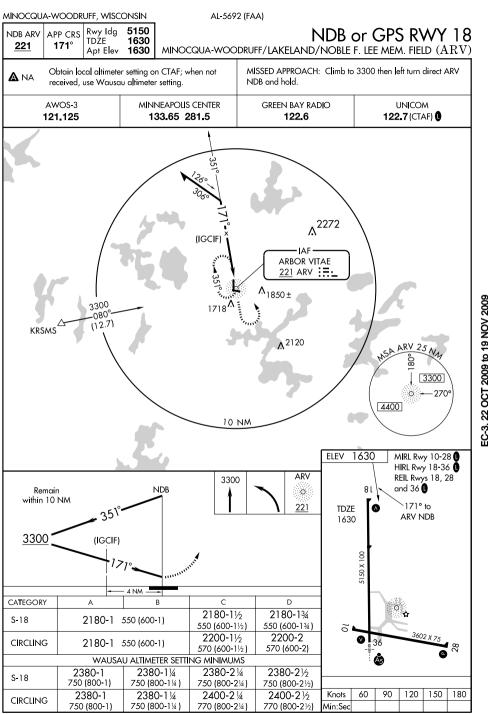


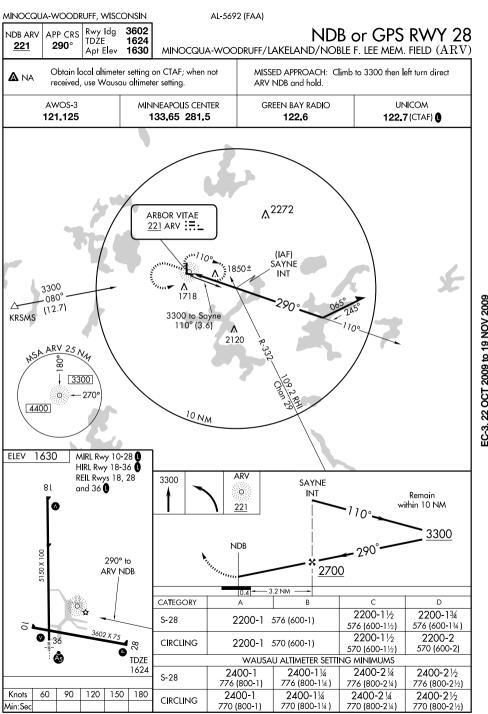


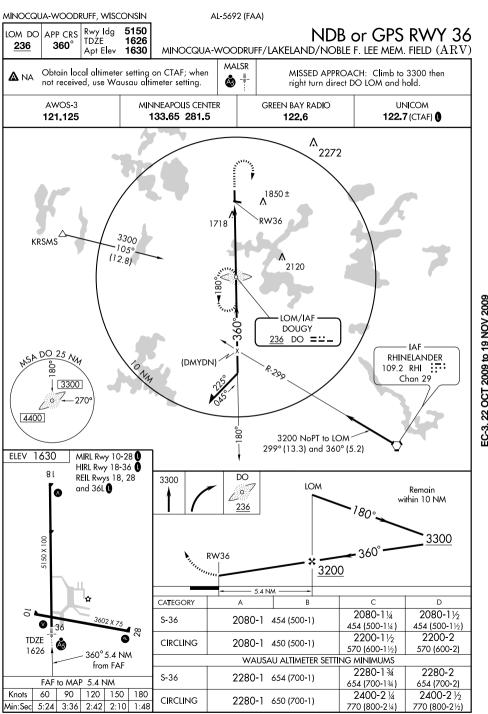




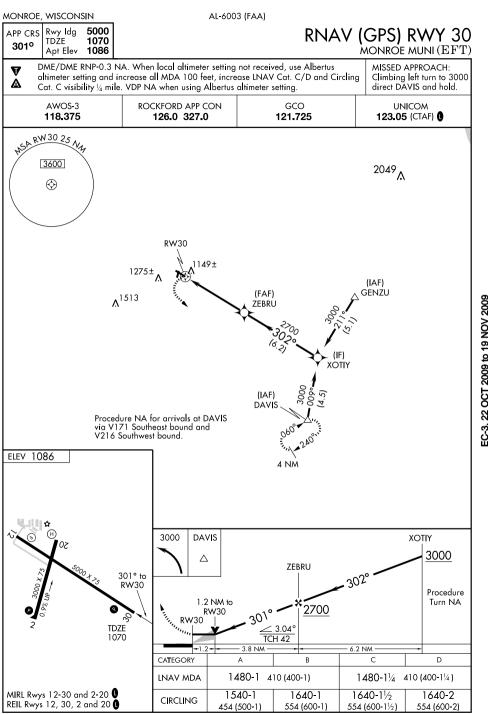


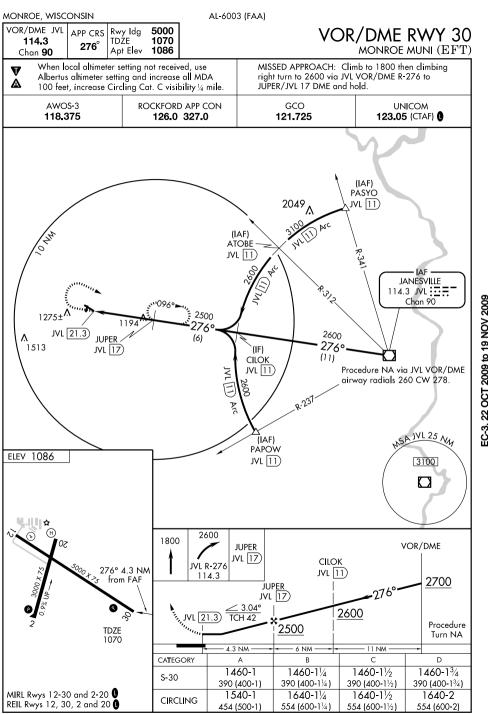


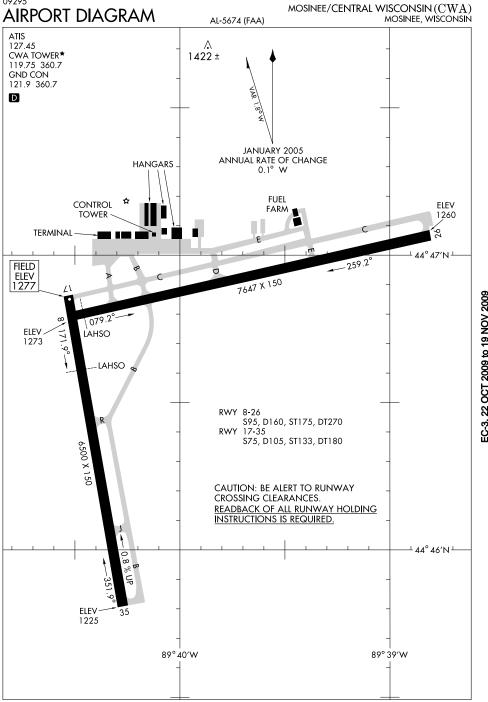


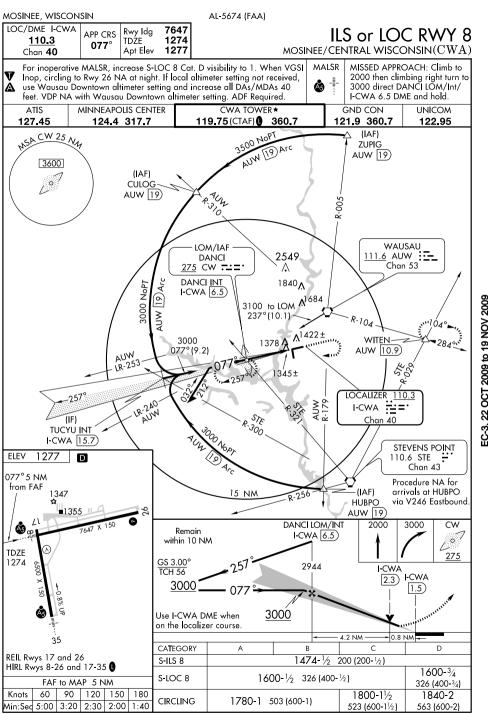


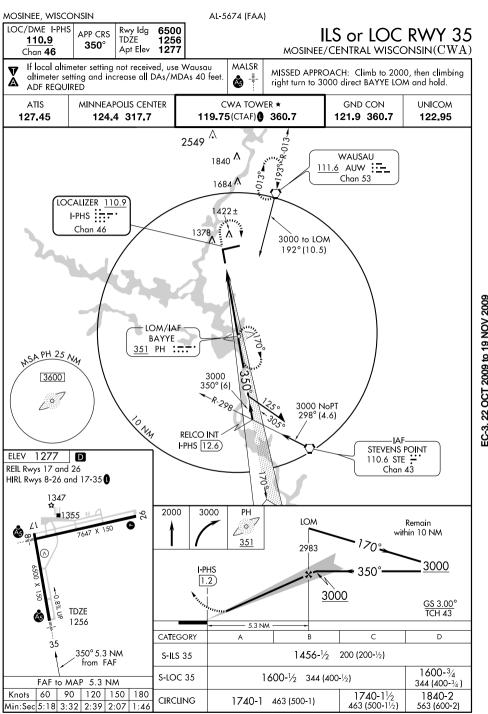
MONROE, WISCONSIN	AL-6003 (FAA)				
APP CRS Rwy Idg 5000 121° Rwy Idg 1086 Apt Elev 1086			RNA	V (GPS) MONROE	RWY 12 MUNI (EFT)
V local altimeter setting n	A. VDP NA when using All ot received, use Albertus c e LNAV Cat. C/D and Circ	ltimeter setting	and increase all	MISSED APPRO 3000 direct FA 143° track to D	
AWOS-3 118.375	ROCKFORD APP CO 126.0 327.0	И	GCO 121.725		ICOM 5 (CTAF) (
Δ ₁₅₆₆	Procedure NA for arrival via V24-171 Northwest b	ound. (7.4)	(IAF) MARKM	36	V12 25NA
BAULK 3000 100° (14.7)	(IAF) NUBUE	ALOOF ALOOF	IGO. 1) IGO	AF) OGY 1229 ± 1	2 FALKN
121° to RW12		9.77	MADDY		ISSED APCH FIX DAVIS DAVIS
TDZE 1086 \$ 5000 x > 3	Procedure Turn NA ALO 3000	OF 121	2700 × 3.04° TCH	3000 FALKN 1.1 NM to RW12	TRK DAVIS
	CATEGORY	A 6.1 N/	В	C C	D 1 400 11/
	LNAV MDA		180-1 394 (400		1480-1¼ 394 (400-1¼)
MIRL Rwys 12-30 and 2-20 () REIL Rwys 12, 30, 2 and 20 ()	CIRCLING	1 <i>5</i> 40-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

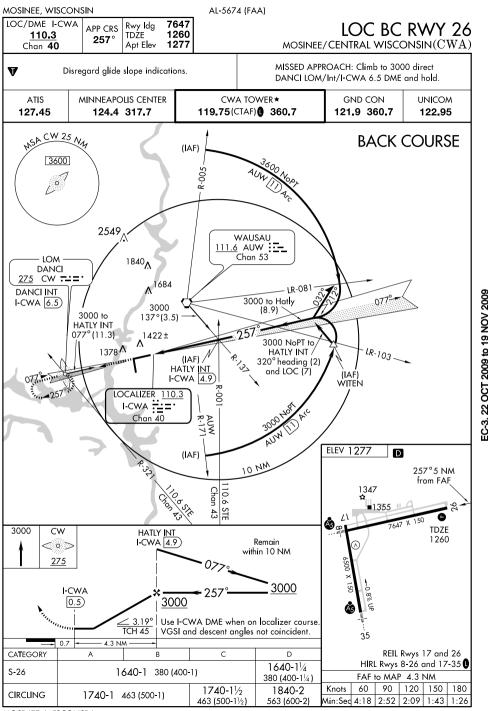


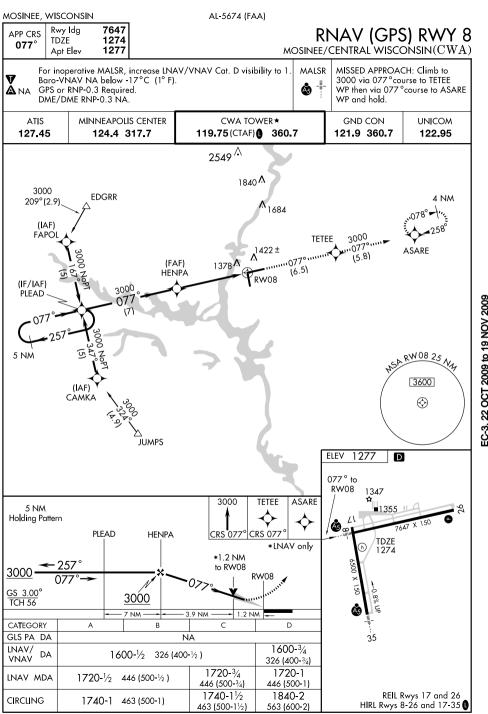


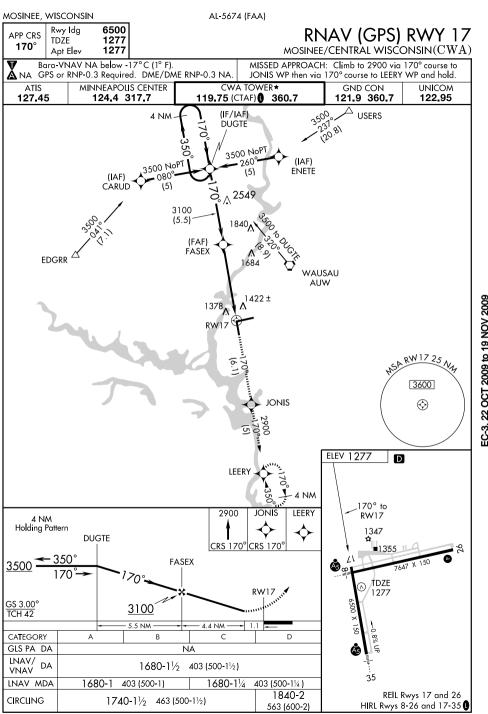


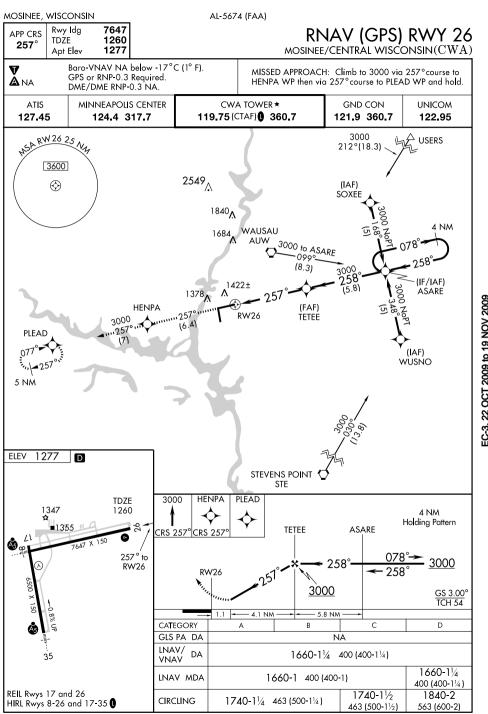


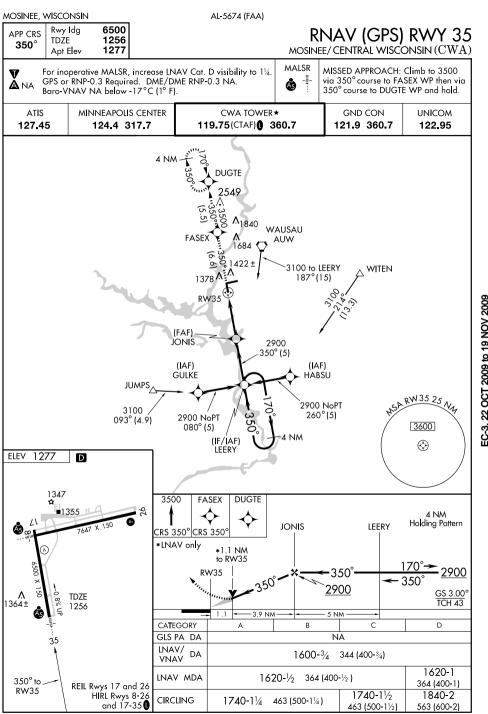


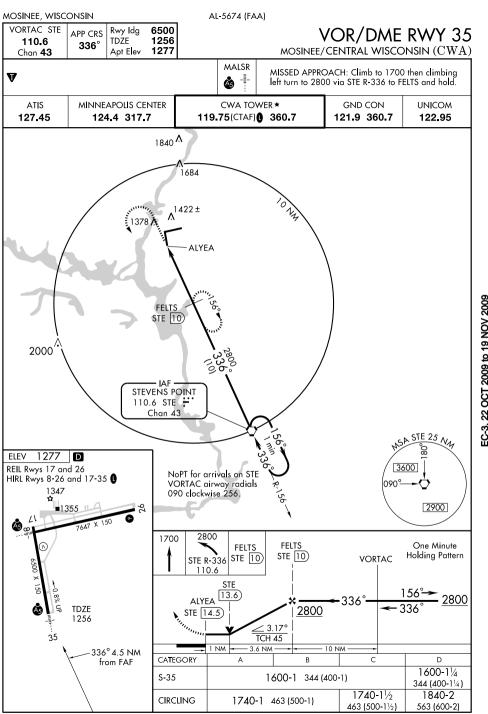


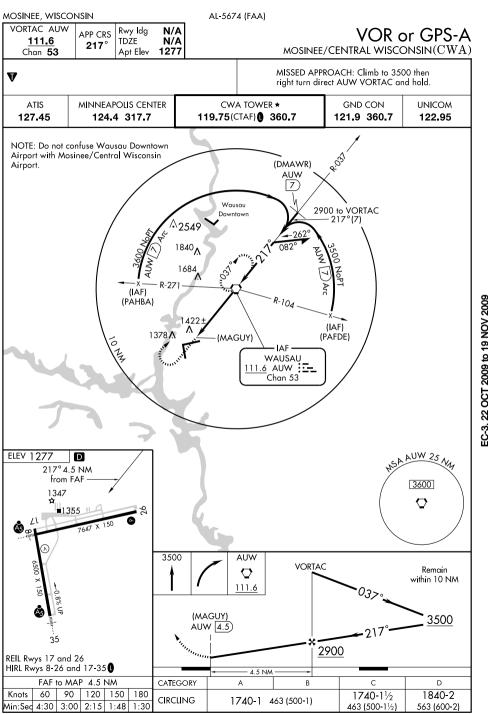


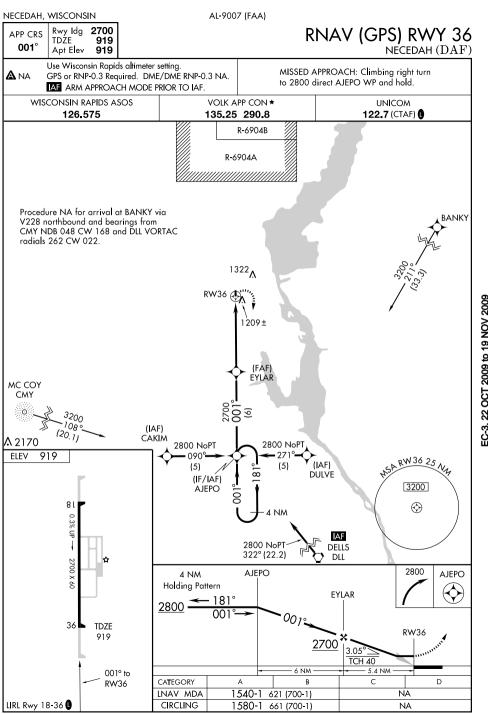


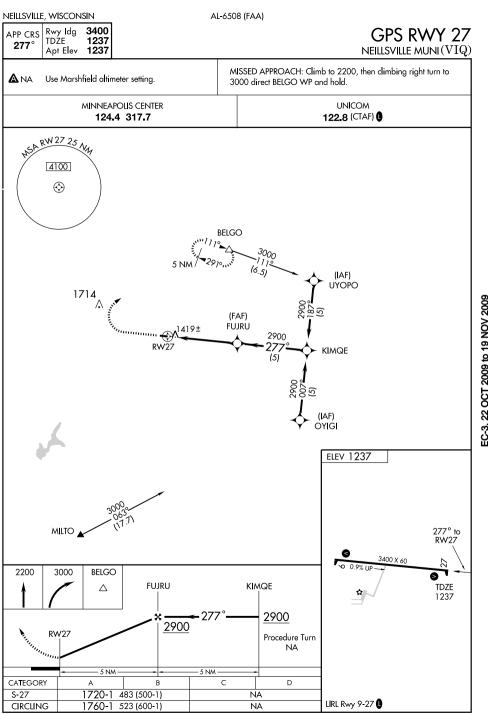


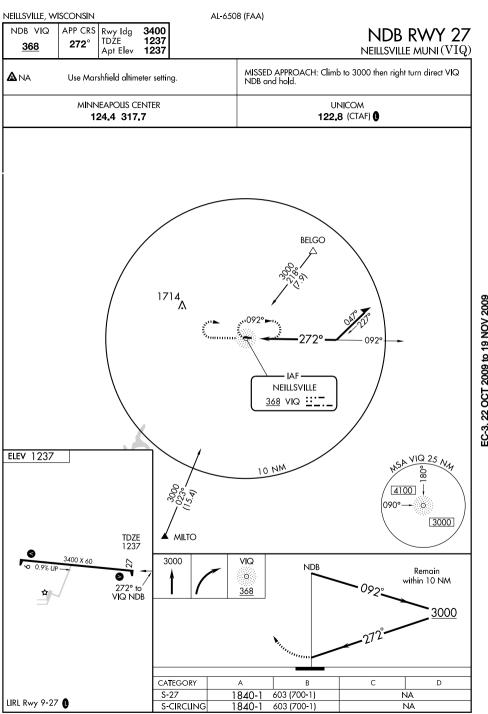


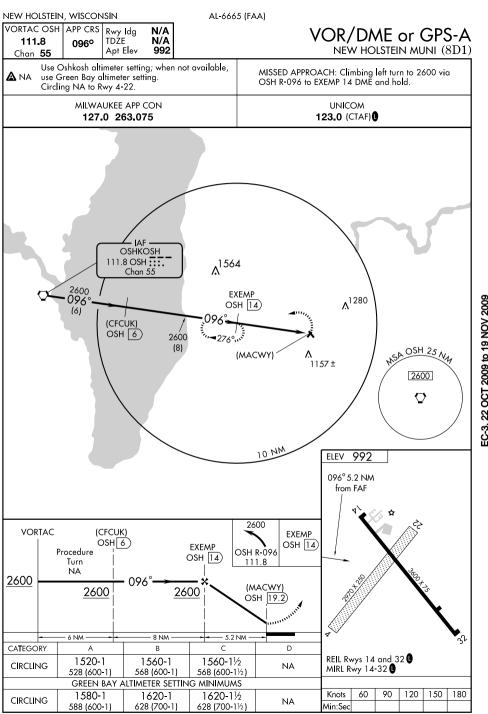


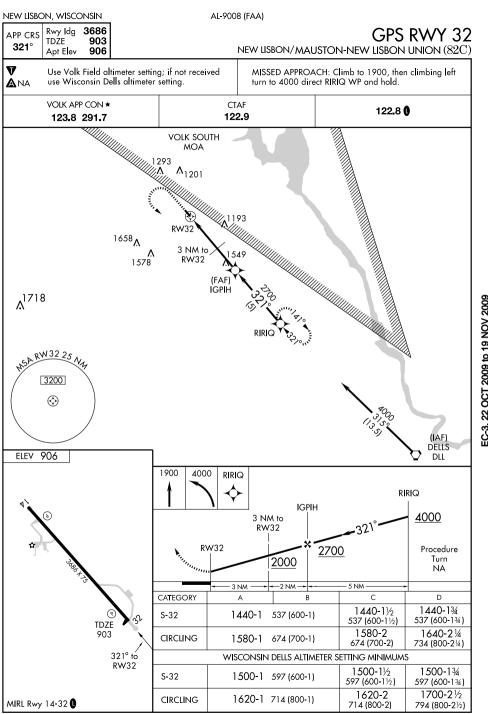


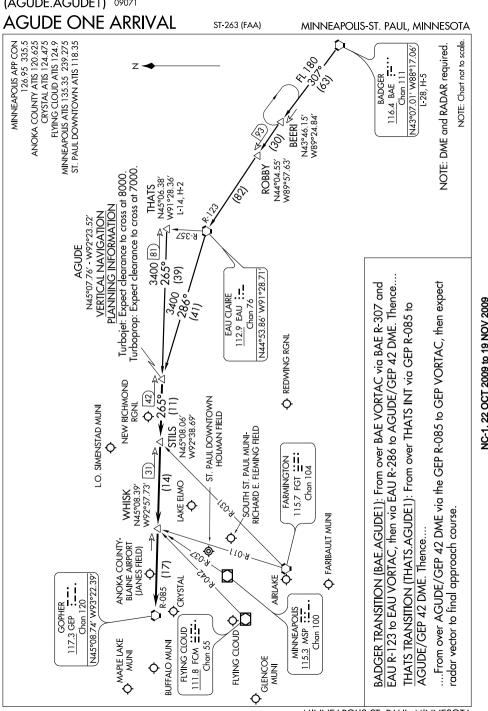


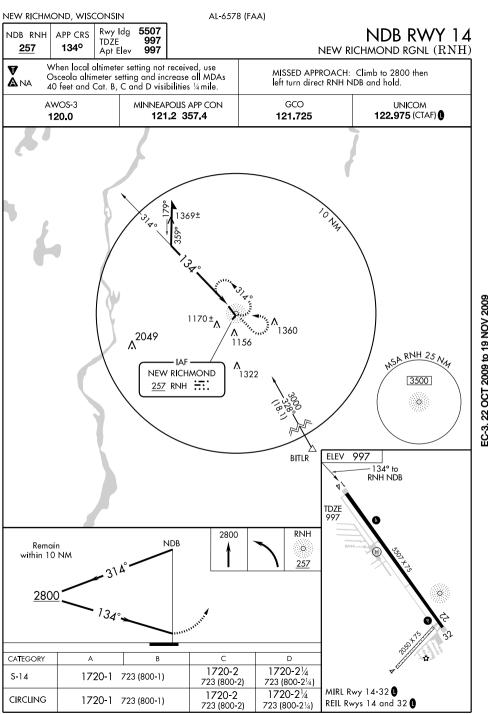


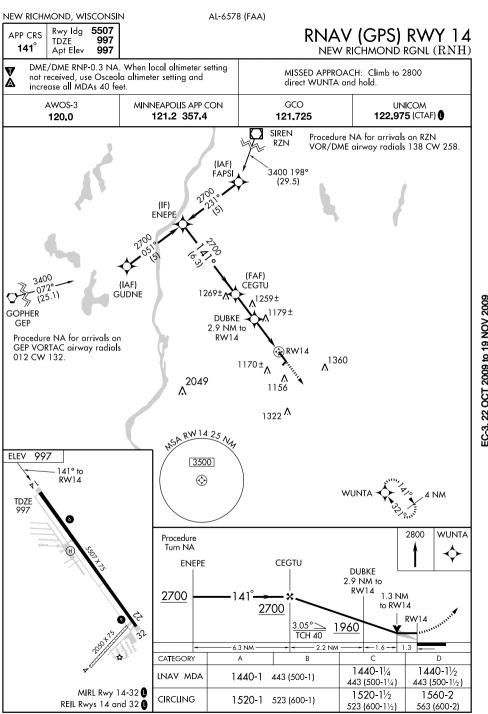


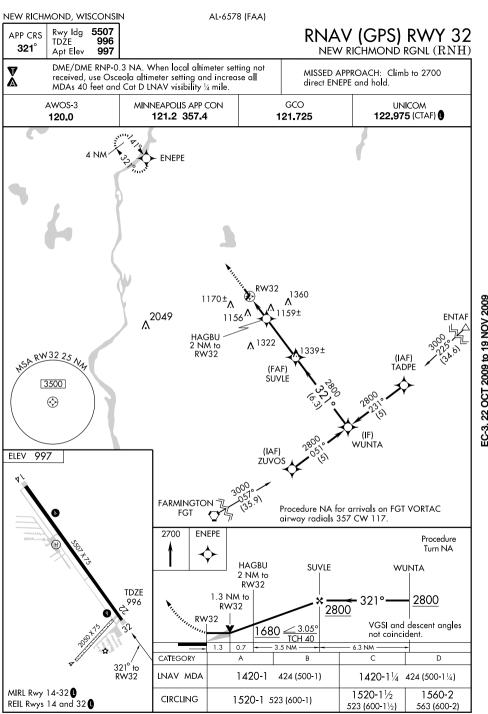


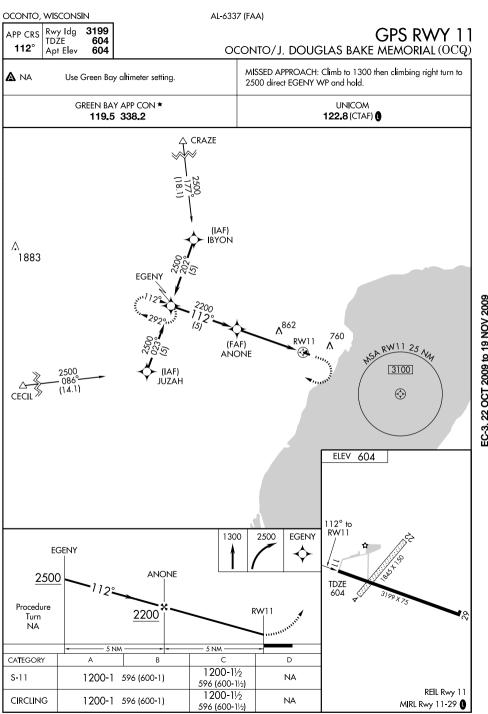


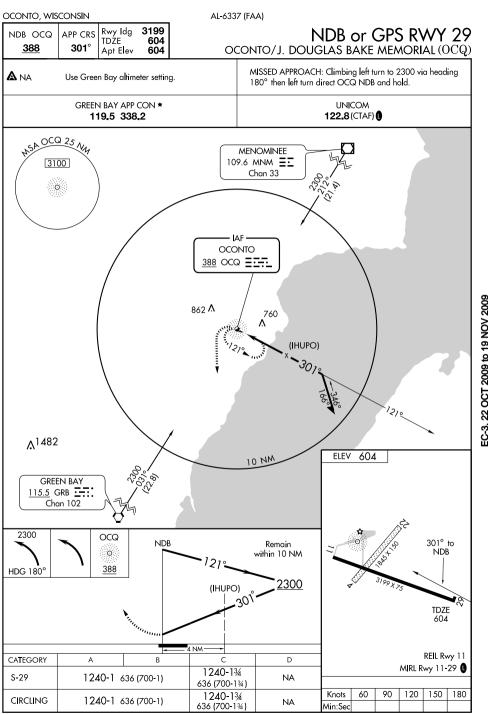


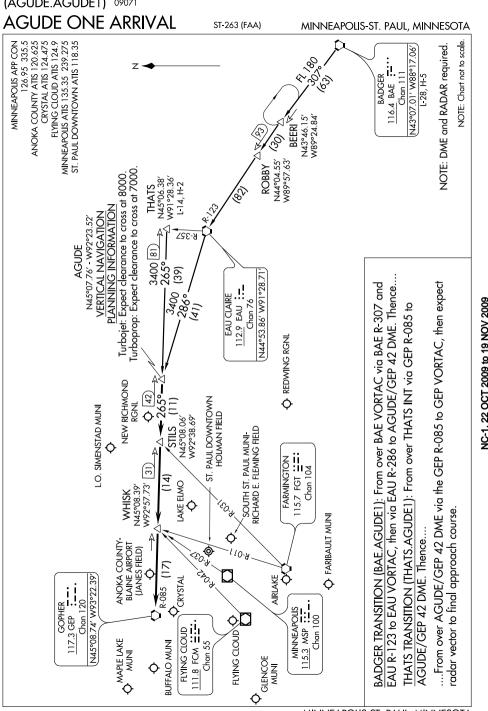


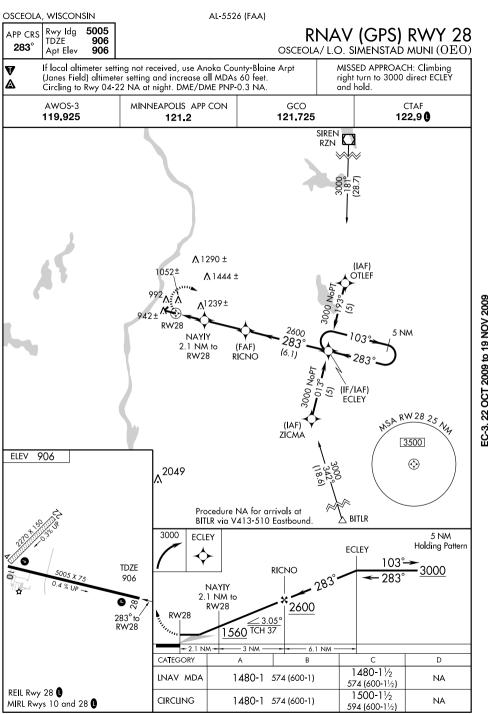


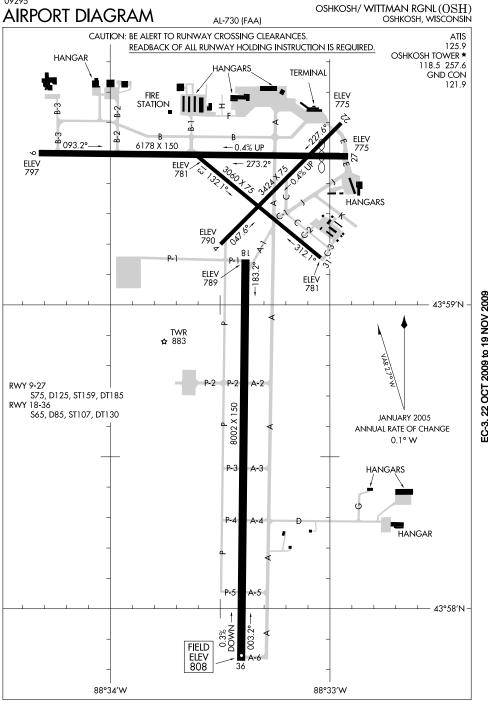


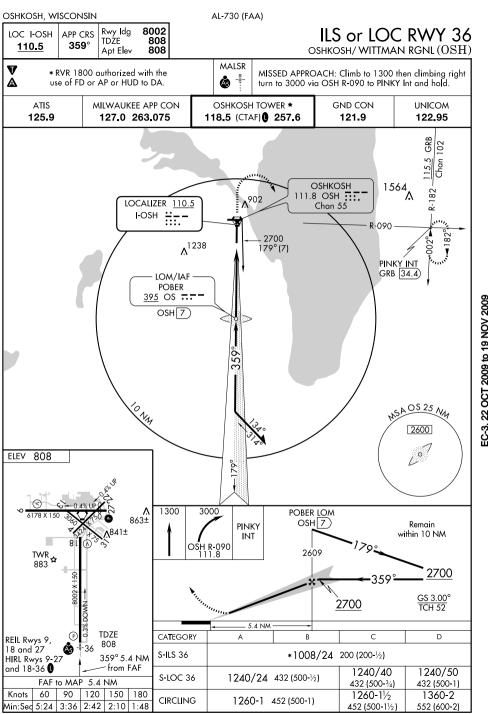


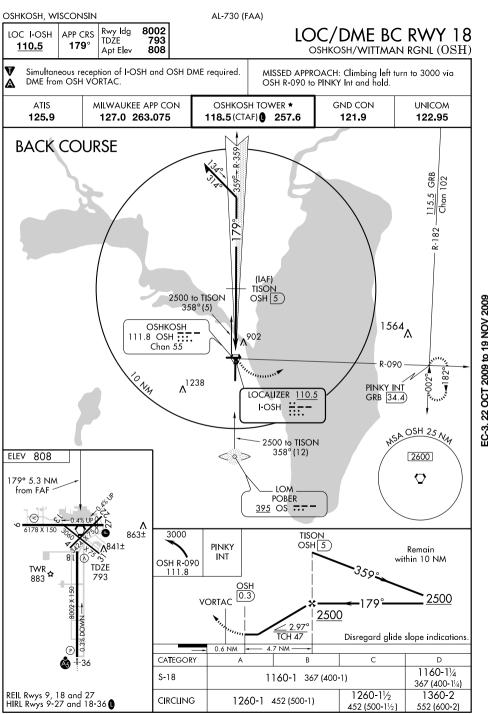


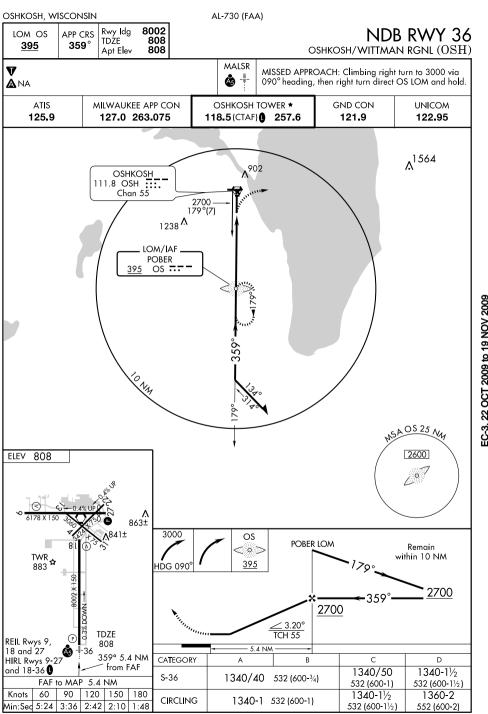


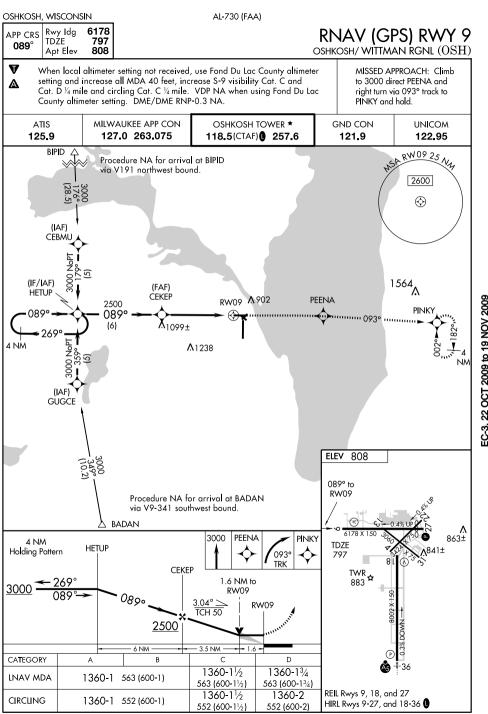












OSHKOSH, WISCONSIN Rwy Ida 8002 TDŹE 793 Apt Elev 808

CIRCLING

1280-1 472 (500-1)

RNAV (GPS) RWY 18 APP CRS 180° OSHKOSH/ WITTMAN RGNL (OSH) When local altimeter setting not received, use Fond Du Lac County altimeter setting and V MISSED APPROACH: Climb increase all MDAs 40 feet, and increase LNAV visibility Cat. C and D1/4 mile. VDP NA A to 2800 direct DOCEN and when using Fond Du Lac County altimeter setting. Visibility reduction by helicopters NA. DME/DMĚ RNP-0.3 NA. **GND CON** ATIS MILWAUKEE APP CON OSHKOSH TOWER ★ UNICOM 125.9 127.0 263.075 118.5 (CTAF) 0 257.6 121.9 122.95 (IAF) (IAF) BIPID GREEN BAY Procedure NA for arrival at GRR BIPID via V191 Northwest bound. Procedure NA for arrival on GRB VORTAC radials 161 CW 269. 4 NM 3000 NoPT (IAF) **GEBPE** (5) (IF/IAF) FAVBU (FAF) DAGTE 15A RW 18 25 Ny COKPA 929 1.8 NM to 2600 1564 [∧] **RW18** 1902 \bigcirc **RW18** Procedure NA for arrival on FAH FALLS VOR/DME radials 296 CW 345. **FAH** Λ 1238 ELEV 808 MISSED APCH FIX 180° to **DOCEN RW18** 6178 X 150 863± 2800 DOCEN 4 NM **TDZE** Holding Pattern **FAVBU** 793 8ĺ TWR☆ DAGTE COKPA 883 1.8 NM to 1.1 NM 20 RW18 3000 to RW18 3.04° ~ TCH 47 2500 1400 - 3.4 NM → - 0.7 NM - 1.1 NM-6 NM -C CATEGORY Α В D 1180-11/4 LNAV MDA 1180-1 387 (400-1)

387 (400-11/4)

1360-2

552 (600-2)

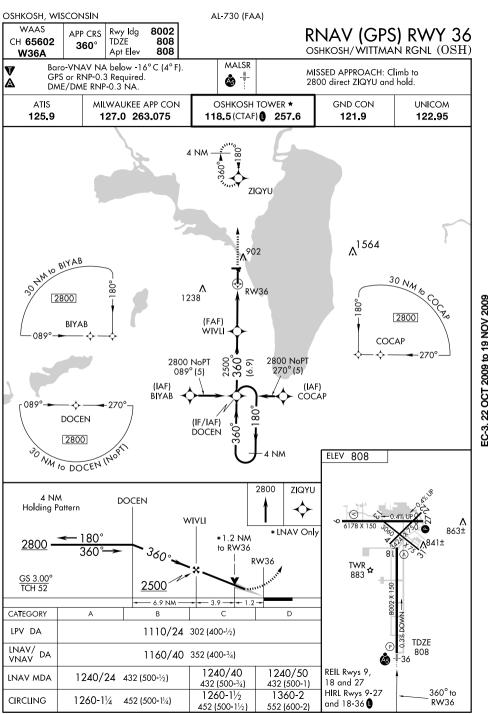
1300-11/2

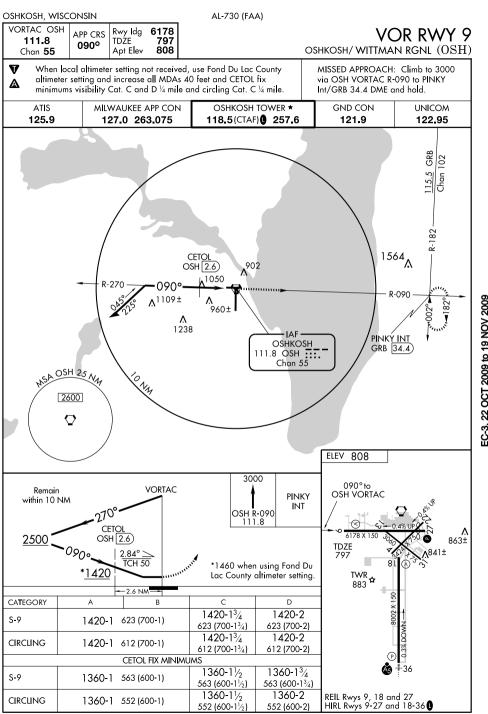
492 (500-11/2)

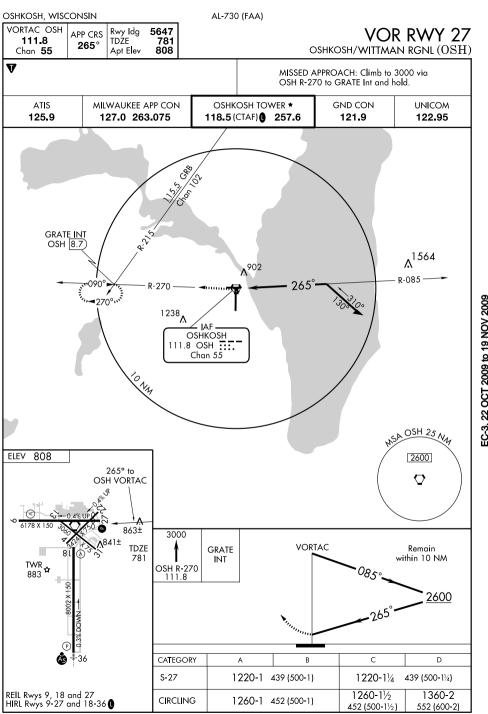
REIL Rwys 9, 18, and 27

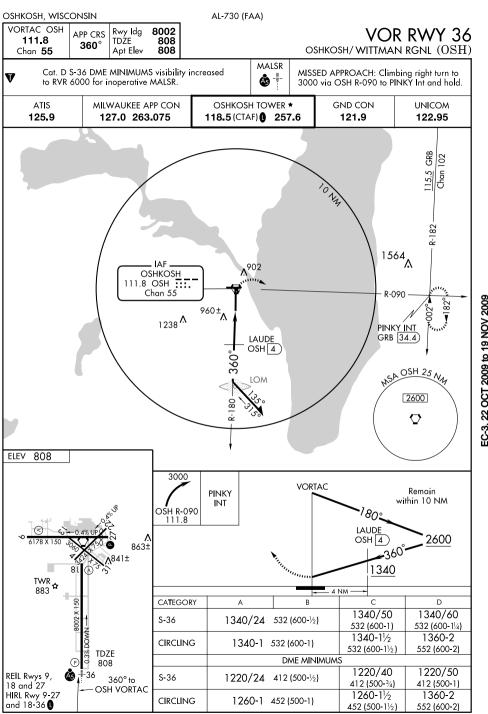
HIRL Rwys 9-27, and 18-36 **()**

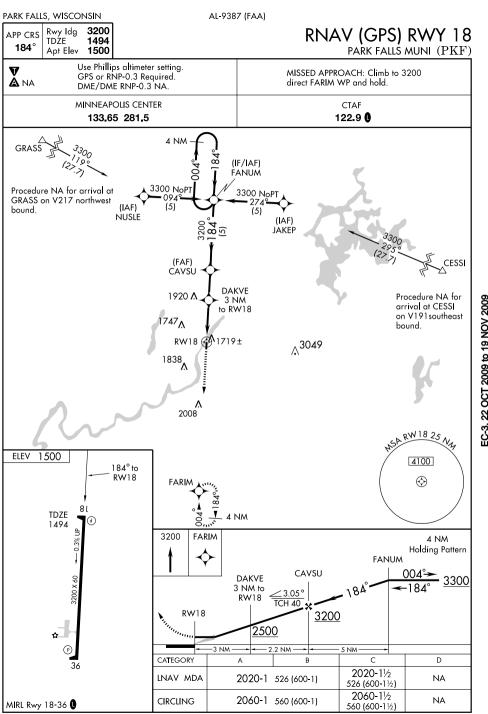
EC-3 22 OCT 2009 to 19 NOV 2009

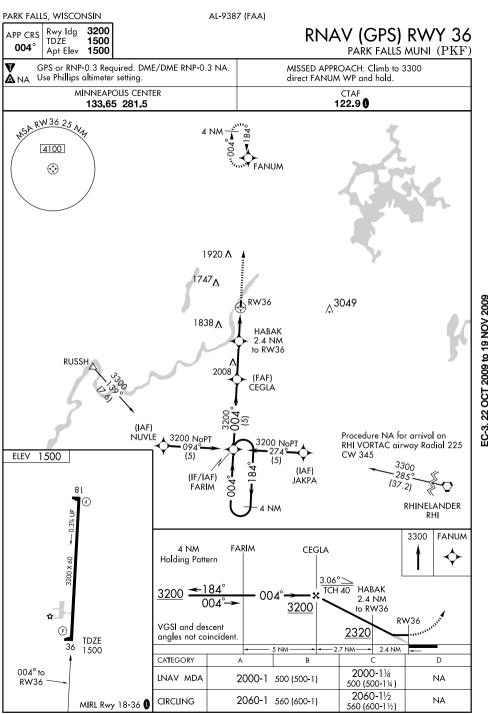


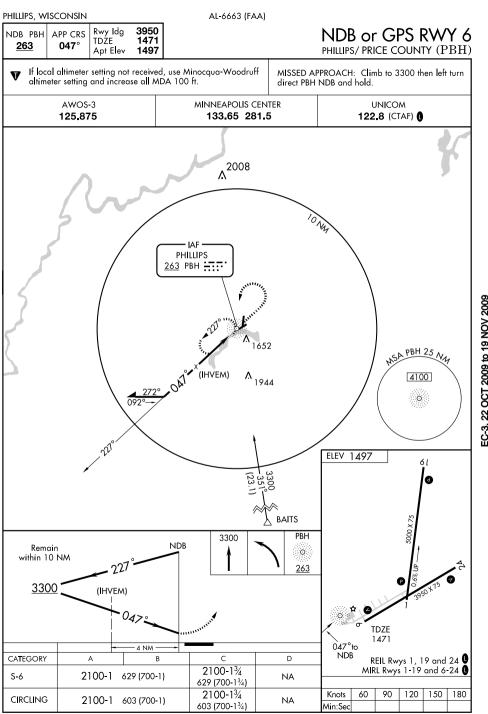


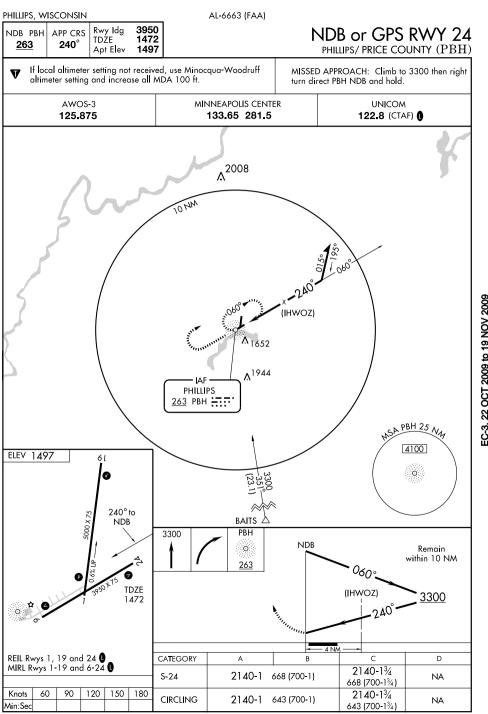




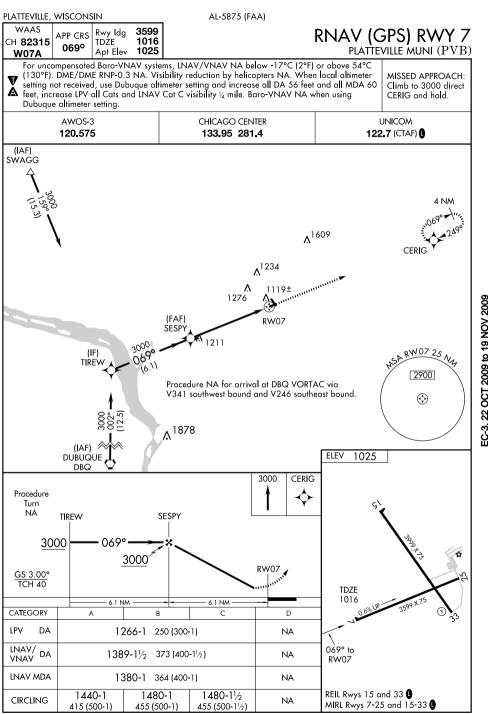








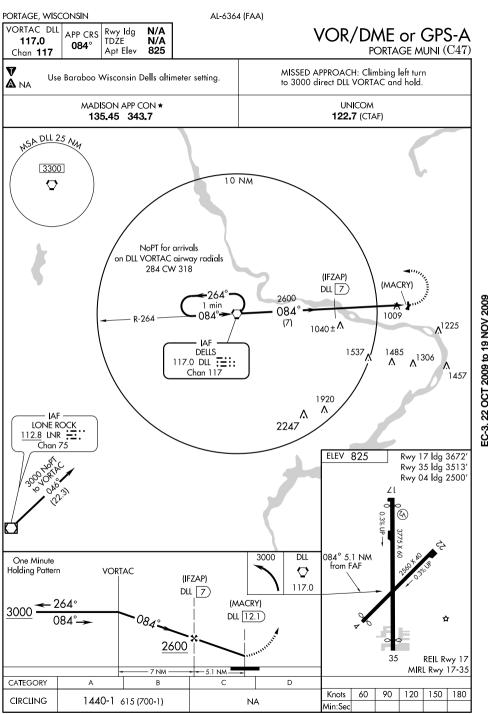
PHILLIPS, WISCONSIN				AL-6663 (FAA)					
WAAS CH 56305 W01A	APP CRS 007 °	Rwy Idg TDZE Apt Elev	5000 1484 1497			F	RNAV (PHILLIPS/ PRIC	GPS) RWY (PBH]
Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 90 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2°F) or above 45° C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Minocqua-Woodruff altimeter setting.									
AWOS-3 125.875				MINNEAPOLIS CENTER 133.65 281.5			UNICOM 122.8 (CTAF) ()		
RW01 CAMEM 1652 2.5 NM to RW01 A 1944 (FAF) GOFXO (IAF) GUGFO (IAF) GUGFO									
456 RW01 410	0 \		Procedu at BAITS	(IF/IAF) 000 000 000 000 000 000 000 000 000 0	5. NM 4000 NOPT (12.8)		ELEV 1497 REIL Rwys 1, 1	^2181 ^2 and 24 0	EC-3 22 OCT 2009 to 19 NOV 2009
5 NM Holding Pattern	<u> </u>				4100 LC	DDVY		9 and 6-24 ()	
<u>4000</u> ← 1 0	URF 87° 07° →	00)	· ·	× F	*LNAV NM to :W01 RW01	√ only ✓		5000 x 75	
GS 3.00° TCH 35		310		* 2300 2.5 NM 1.1 NM	Y			8	
CATEGORY	<i>A</i>		В В		1.4 - D			1 9 1 9 1	
LPV DA				P-1½ 325 (400-1½)				3950 1 15	
LNAV/ VNAV DA			1945	5-13/4 461 (500-13/4)			* 9	TDZE 1484	
LNAV MDA	19	940-1 45	66 (500-1) 1940-1 ¹ / ₄ 456 (500-1 ¹ / ₄)-1½)		007° to	
CIRCLING	2	100-1 60	3 (700-1	2100 13/	2100			1,7701	

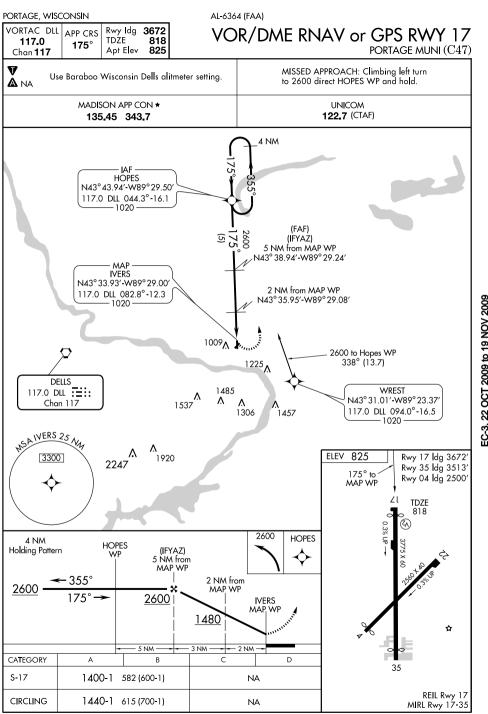


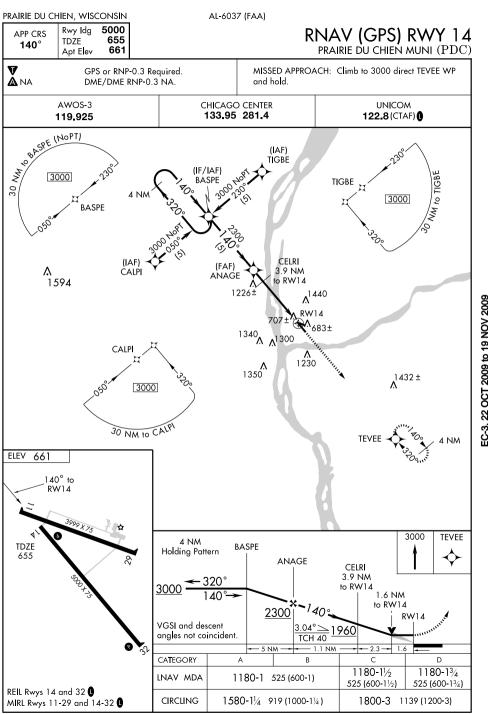
PLATTEVILLE, WISCONSIN AL-5875 (FAA) WAAS RNAV (GPS) RWY 15
PLATTEVILLE MUNI (PVB) 3999 Rwy Ida APP CRS 1025 CH 42615 TDŹE 146° 1025 Apt Elev W15A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C MISSED APPROACH: ▼ (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dubuque Climb to 3000 direct A altimeter setting and increase all DA 56 feet, all MDA 60 feet, increase LNAV/VNAV all Cats ZAWDI and hold. and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dubuque altimeter setting. UNICOM AWOS-3 CHICAGO CENTER 120,575 133.95 281.4 122.7 (CTAF) 0 Λ (IAF) 1660 ISINY (IAF) KAVĽY (IF/IAF) CEWUF 3000 NoPT 3000 127° (6.7) SWAGG Procedure NA for (IAF) arrivals at SWAGG **JALUG** via V129 northbound. ∧¹⁶⁰⁹ (FAF) EC-3 22 OCT 2009 to 19 NOV 2009 TANCI 1247± **BAULK** SA RW 15 25 NA MISSED APCH FIX 2900 \Diamond ELEV 1025 146° to 3000 7AWDI 4 NM **RW15** Holding Pattern CEWUF TANCI TDZE *LNAV on y 1025 146° *1.4 NM to RW15 3000 GS 3.00° TCH 40 6.1 NM 4.6 NM CATEGORY C LPV DA 1275-1 250 (300-1) NA LNAV/ DA 1338-1 313 (400-1) NA VNAV 1500-11/4 LNAV MDA 1500-1 475 (500-1) NA 475 (500-11/4) REIL Rwys 15 and 33 1500-11/2 CIRCLING 1500-1 475 (500-1) NA MIRL Rwys 7-25 and 15-33 0 475 (500-11/2)

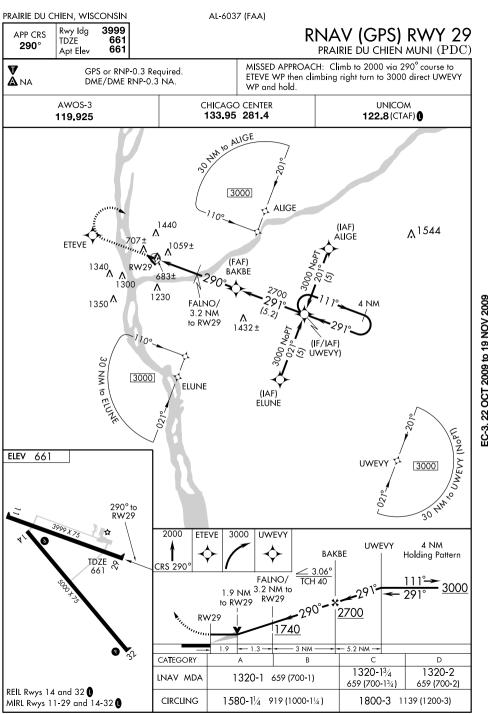
PLATTEVILLE, WISCONSIN	AL-587	5 (FAA)				
APP CRS Rwy Idg 3599 TDZE 1022 Apt Elev 1025			RNAV	(GPS) ATTEVILLE	RWY 25 MUNI (PVB)	
DME/DME RNP-0.3 NA. Visibility reduction by helicopters When local altimeter setting not raltimeter setting and increase all	eceived use Dubuque	MISSED APPROACH: Climbing right turn to 3000 direct CERIG and hold.				
AWOS-3 120.575	CHICAGO 133.95	UNICOM 122.7 (CTAF) (
ISINY 3000 104° (22.7)	(IAF)	NIM		3000 h	(IAF) 55 DALEY	
	5 69 7 069°	NM 10°		dure NA for c Y via V341 nc	arrival at ortheast bound.	
1609 1609 1169± (FAF) 1276 OBOTE RW25 2.6 NM to RW25		(IF/IAF) CERIG CAF) AAF)			AND WASHINGTON OF STATE	
ELEV 1025	15A RW 25 25 √ 2900	N ₄	Procedure N. MADDY via \	A for arrival c	13000 1000 1000 1000 100	
249° to RW25 249° to RW25 TDZE 1022	2.61	FEBER 3.05° TCH 40 × 3.4 NM - 3.4 NM - 4	249°—000	069 	4 NM Holding Pattern 3000	
		440-1 418 (500	h-11 1	440-1 ½ 8 (500-1½)	NA	
REIL Rwys 15 and 33 (MIRL Rwys 7-25 and 15-33 (80-1 1	480-1½ 5 (500-1½)	NA	

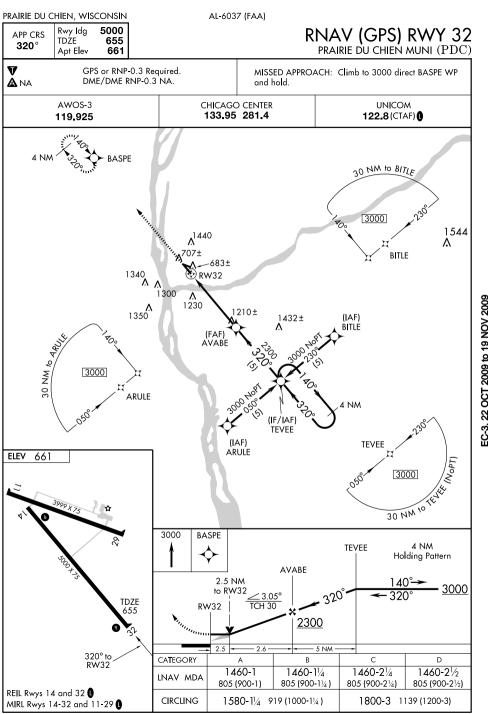
PLATTEVILLE, WISCONSIN		AL-5875 (FAA)						
WAAS CH 40115 APP CRS TDZE 102 APF Elev 102	25		RNA		S) RWY 33 ILLE MUNI (PVB)			
For uncompensated Baro-VNAV sys (130°F). DME/DME RNP-0.3 NA. N altimeter setting and increase all D	Vhen local altir A 56 feet, all <i>N</i>	Climb t			MISSED APPROACH: Climb to 3000 direct CEWUF and hold.			
AWOS-3 120,575		CHICAGO CENTER			UNICOM 122.7 (CTAF) (
MISSED APCH F		133.95 281.4 122.7 (CT			/ (CIAF) U			
A NM CEWUF 1276 1276 (FAF) HAKAX (IAF) NOKLY								
Procedure NA for arrivals on DBQ VORTAC airway radials 094 CW 112. DUBUQUE DBQ 0605 DUBUQUE DBQ 0605 ELEV 1025								
s',	3000 CEV	VUF		ZAWDI 	4 NM Holding Pattern			
33 4 4 5 CC	* LNAV only	F1.1 NM to RW33	326°° 2500	l l	146° → 3000 326° GS 3.00° TCH 40 th not coincident.			
3599 X75 € 325 TDZE 1025	CATEGORY	NM - 3.4 NM — A	6.1 NM -		D			
33 1025	LPV DA	12	275-1 250 (300	0-1)	NA			
326° to	LNAV/ DA		1-1½ 416 (50	0-1½)	NA			
RW33	LNAV MDA	LNAV MDA 1400		0-1)	NA			
REIL Rwys 15 and 33 () MIRL Rwys 7-25 and 15-33 ()	CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1 ¹ / ₄₅₅ (500-1				

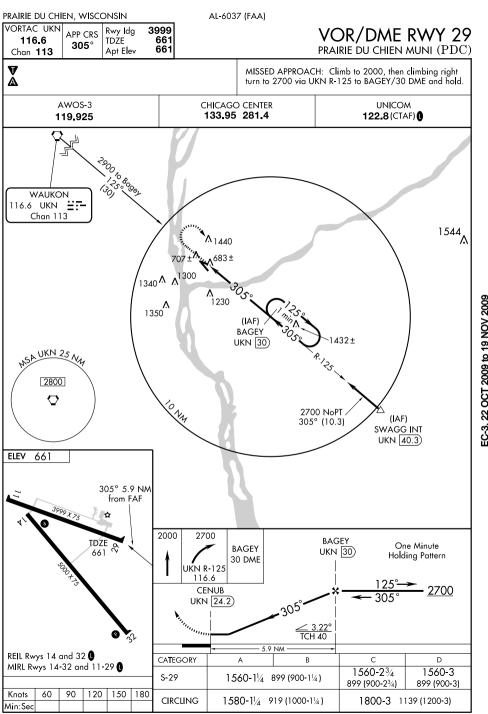


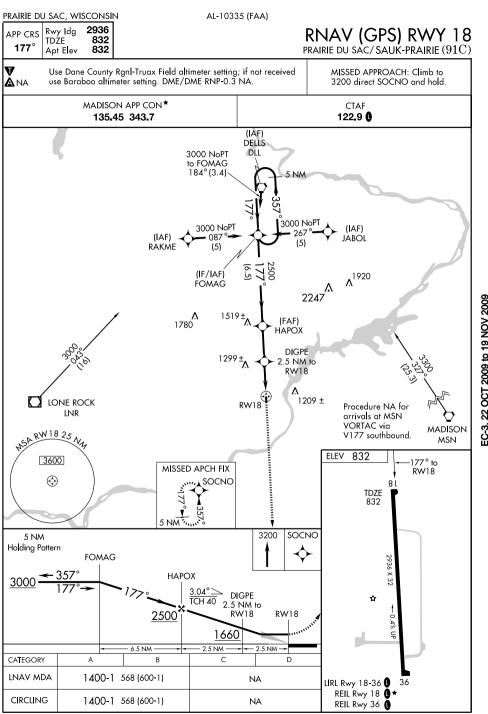


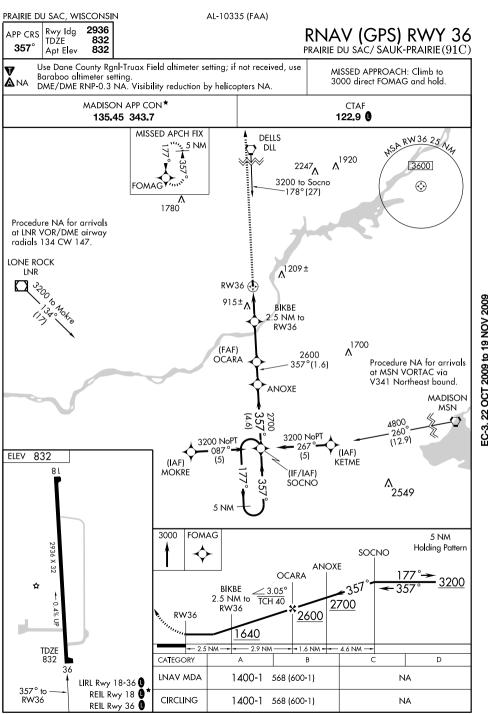


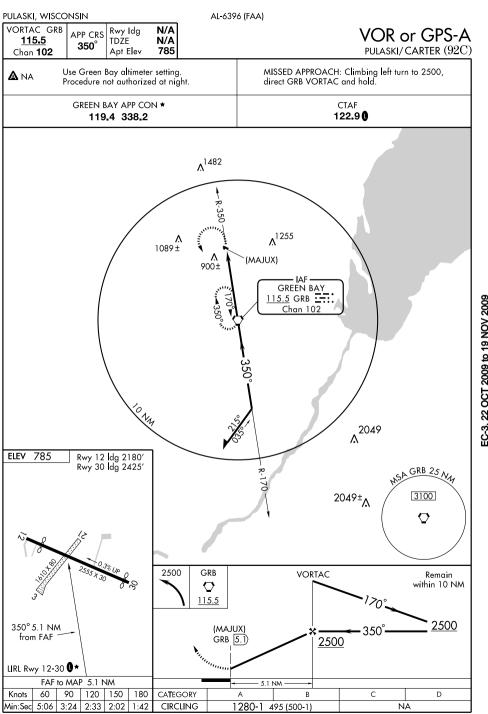


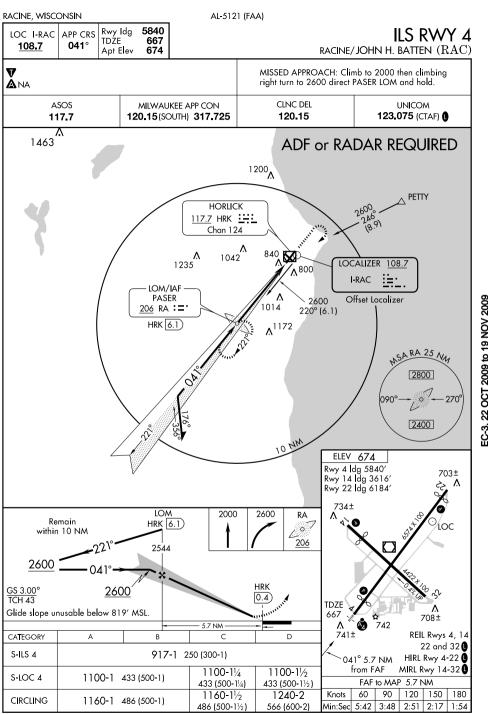


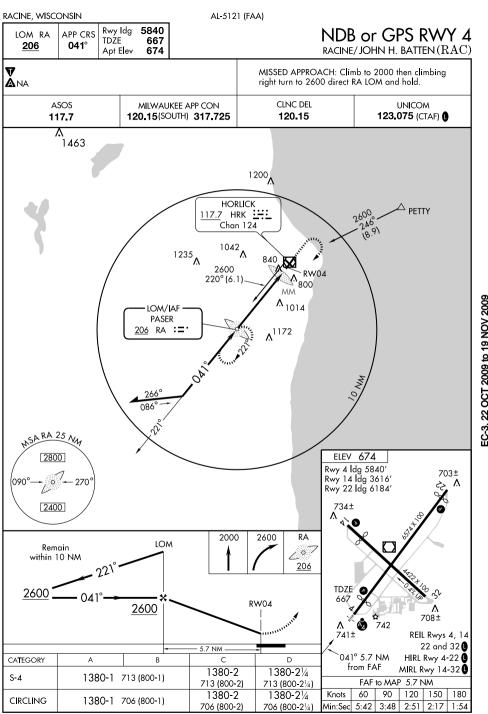












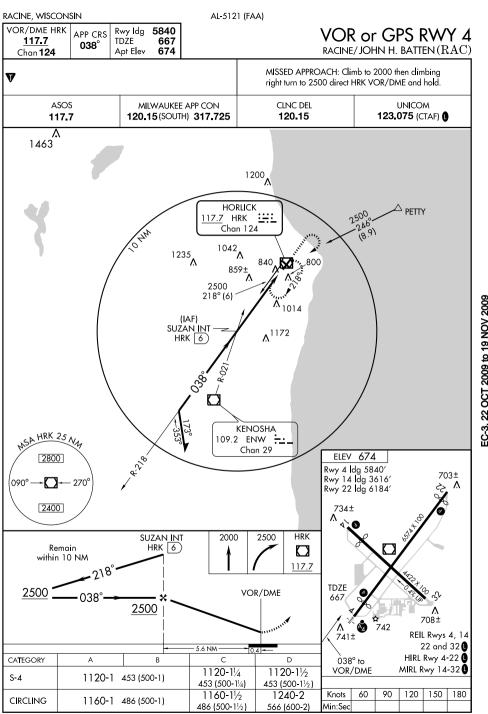
EC-3 22 OCT 2009 to 19 NOV 2009

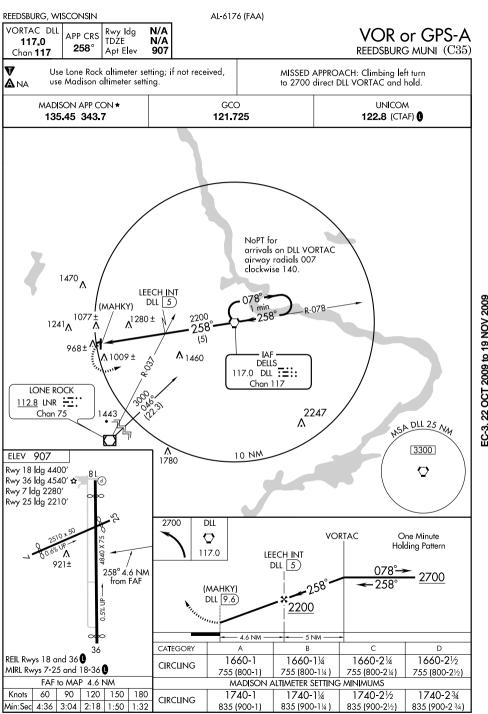
R-359 to VEENA INT. Thence....

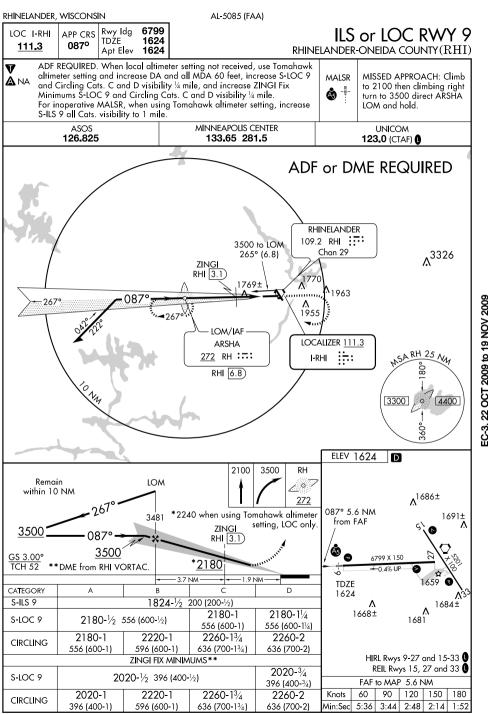
.... depart VEENA INT heading 050° for initial vector to final approach.

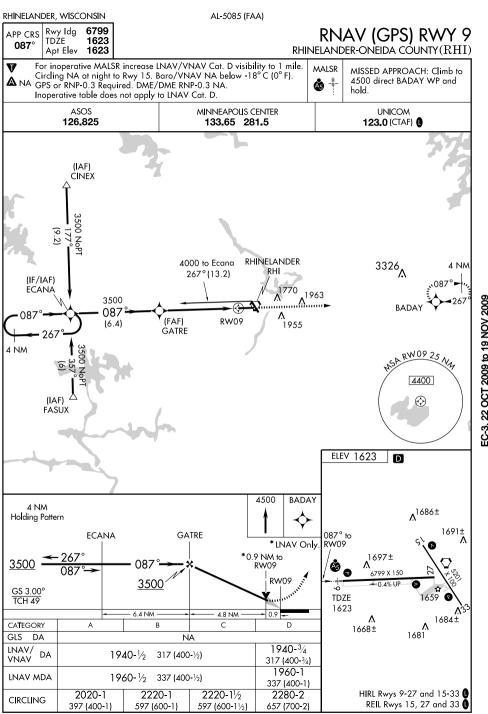
LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

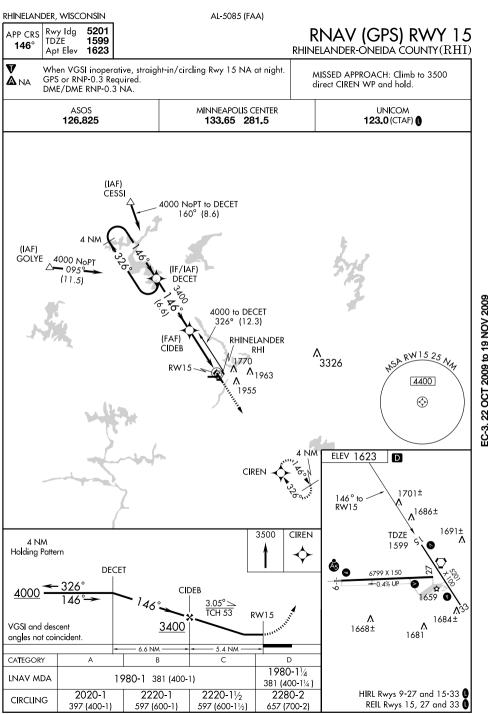
RACINE, WISCONSIN AL-5121 (FAA) VORTAC BAE VOR/DME RNAV or GPS RWY 22 Rwy Idg 6184 APP CRS 116.4 TDŹE 666 215° RACINE/JOHN H. BATTEN (RAC) 674 Apt Elev Chan 111 V MISSED APPROACH: Climb to 2300 then left turn direct SAXON WP and hold. **A** NA CLNC DEL ASOS MILWAUKEE APP CON UNICOM 117.7 120.15 (SOUTH) 317.725 120.15 123.075 (CTAF) (BADGER 116.4 BAE :-Chan 111 4 NM ·IAF -SAXON N42°54.02′-W87°40.26′ (FAF) 116.4 BAE 113.5°-30.0 (PUYAF) 1080 5 NM from MAP WP N42° 50.02′-W87° 44.36′ 2300 337° (4.7) FC-3 22 OCT 2009 to 19 NOV 2009 1200 PETTY ENROUTE FACILITIES MAP ^¹⁰⁴² MALCN N42°46.03′-W87°48.44′ 116.4 BAE 132.8° -29.7 ۸⁸⁰⁰ 840 A 1080 ۸₁₀₁₄ MALCN 25 NA **ELEV** 674 2800 215° to Rwy 4 ldg 5840' MAP WP Rwy 14 ldg 3616' Rwy 22 ldg 6184' 703± Λ TDZE 734± 2300 SAXON 666 4 NM Holding Pattern (PUYAF) SAXON 5 NM from WP MAP WP 2300 MALCN 2300 MAP WP 708± 742 5 NM -5 NM 741± CATEGORY D Α C 1100-11/4 1100-11/2 S-22 1100-1 434 (500-1) HIRL Rwy 4-22 (434 (500-11/4) 434 (500-11/2) MIRL Rwy 14-32 1240-2 1160-11/2 **CIRCLING** 1160-1 486 (500-1) REIL Rwys 4,14, 22 and 32 0 486 (500-11/2) 566 (600-2)

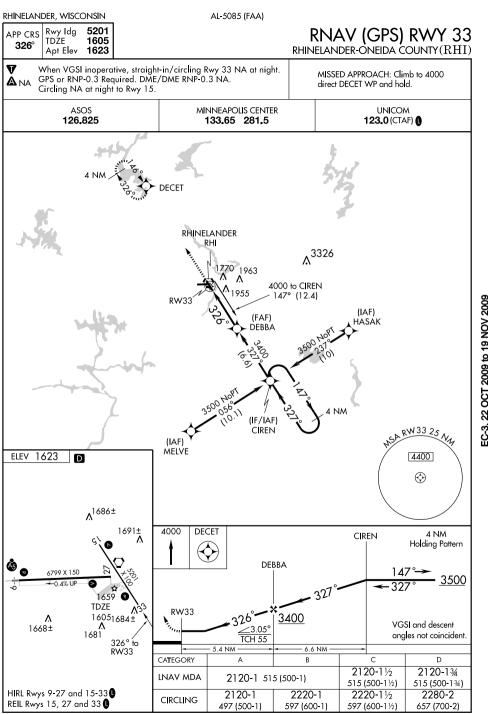


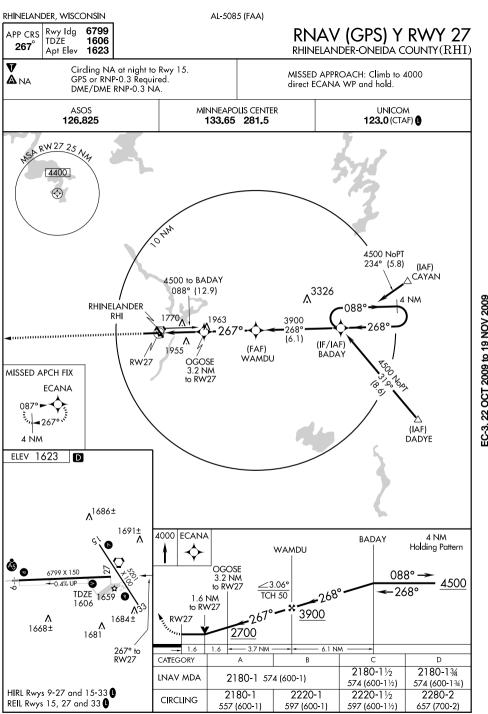


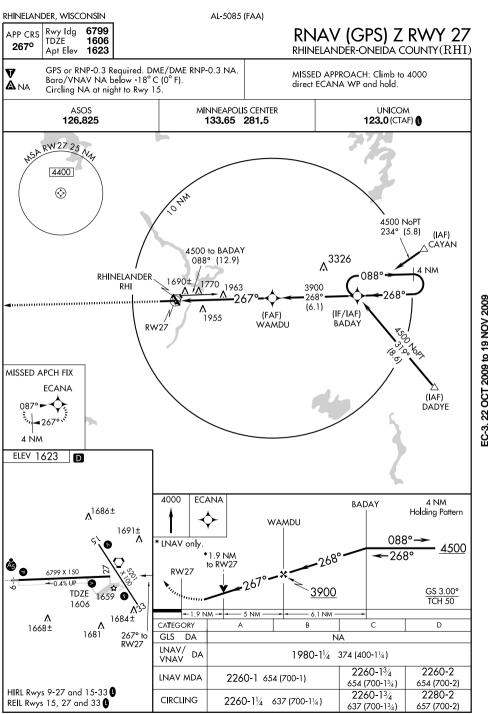


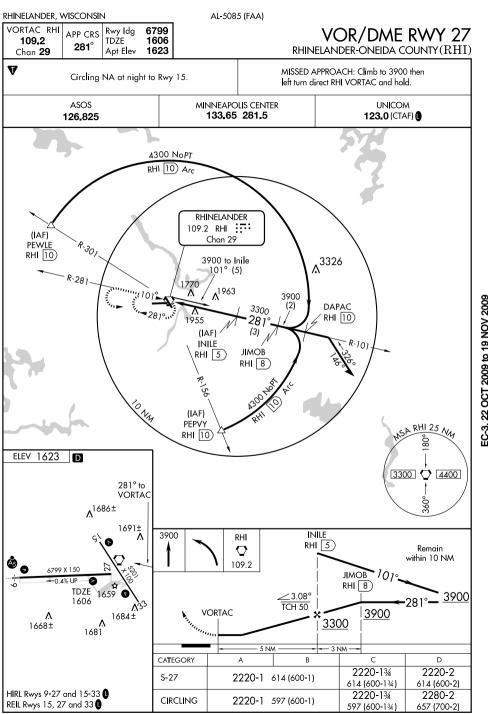


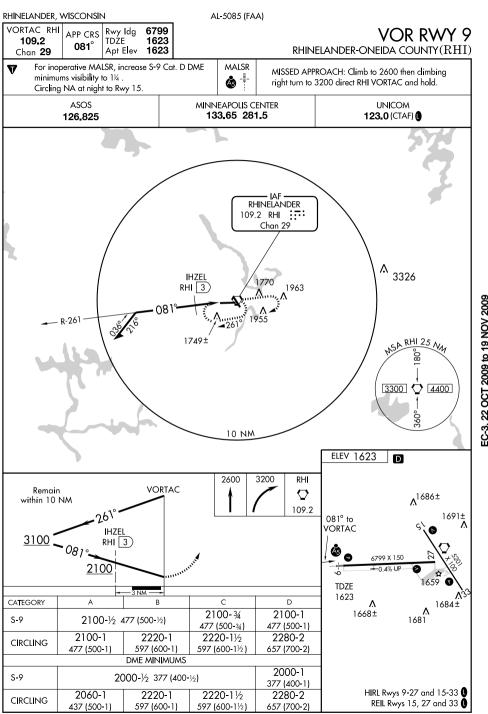


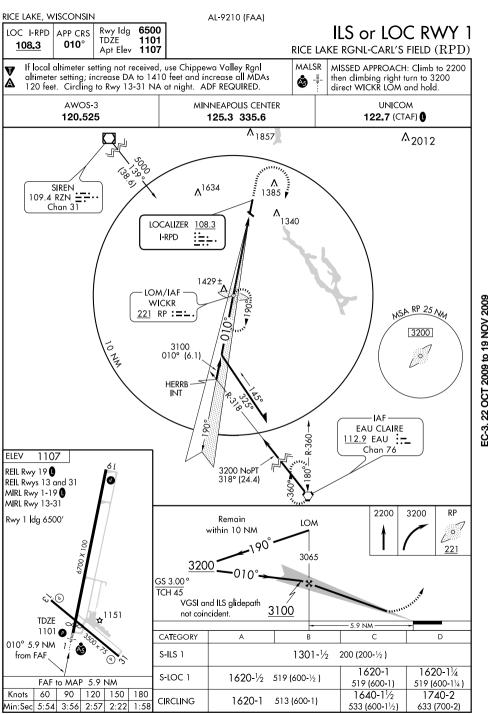


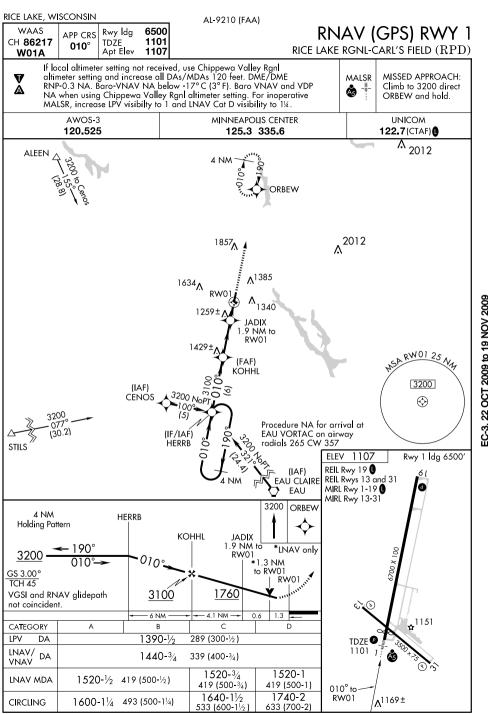


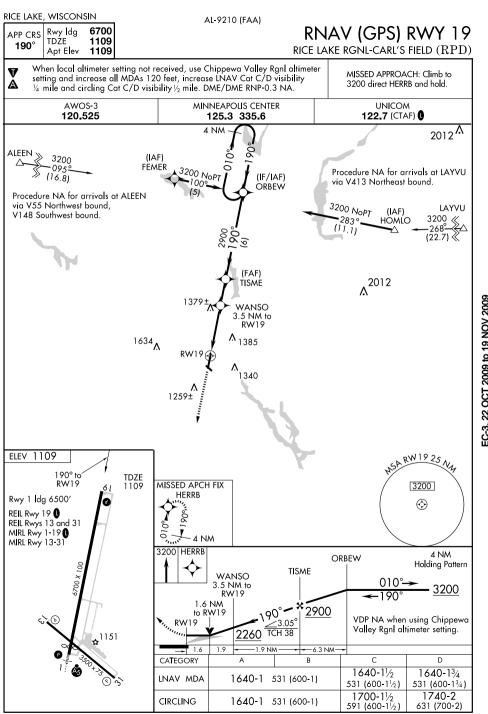


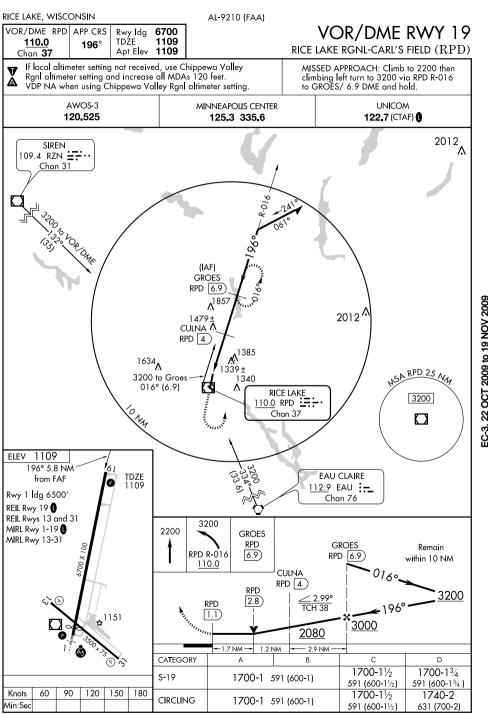


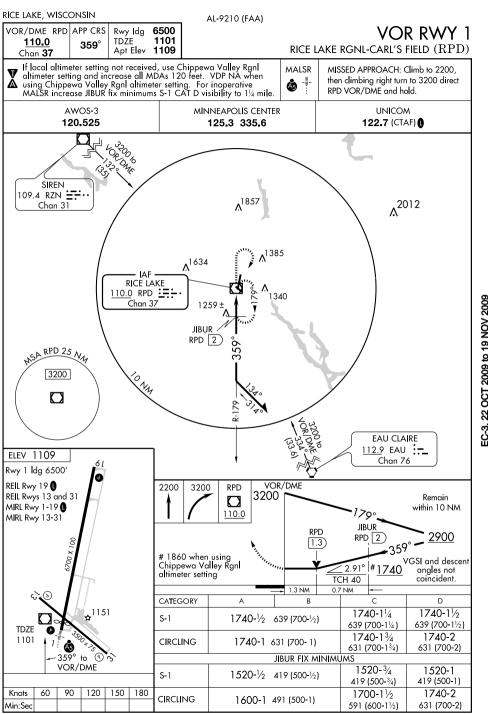


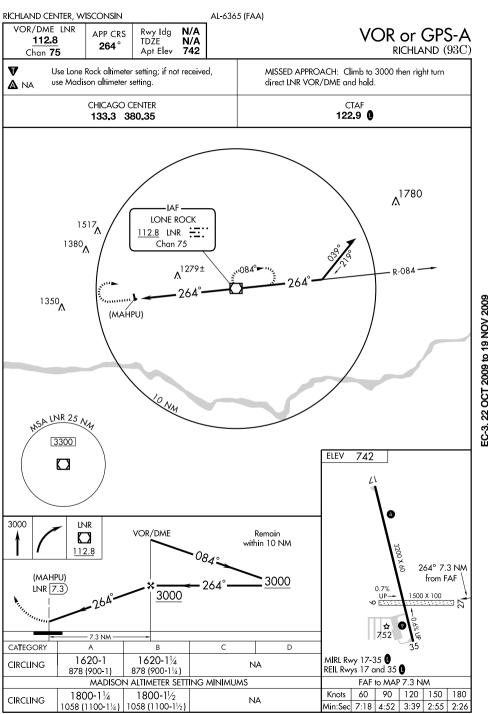


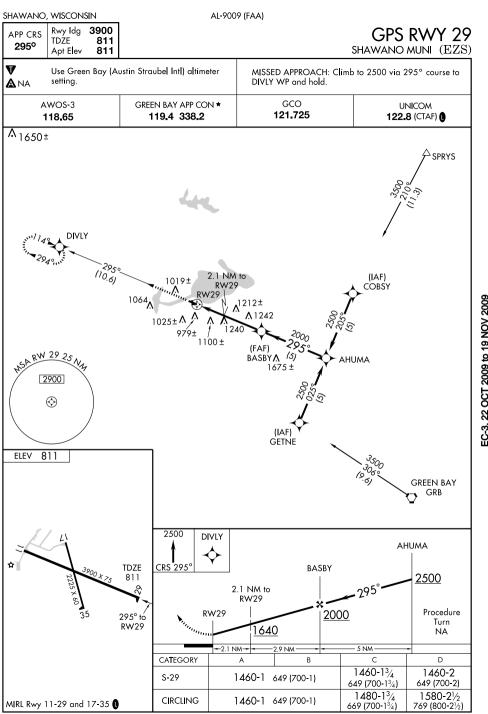


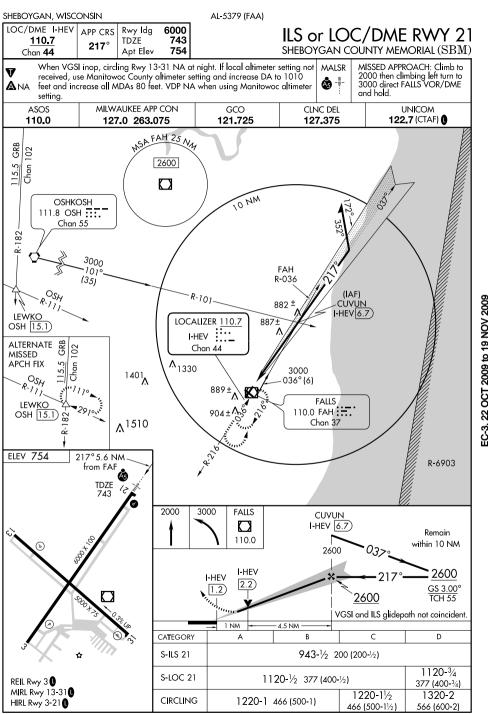


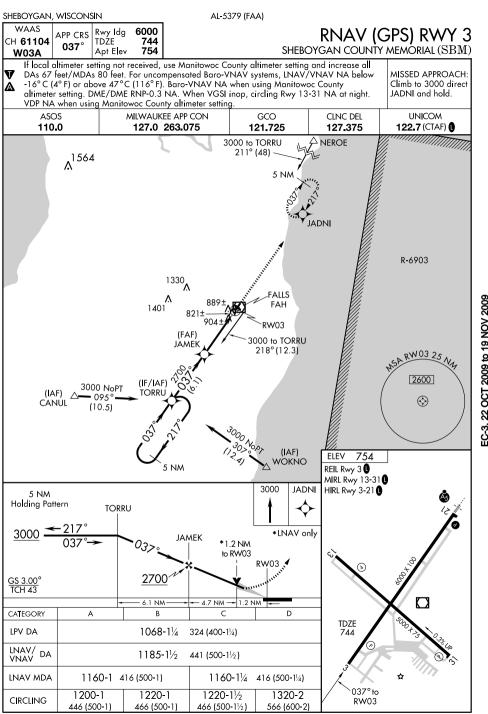


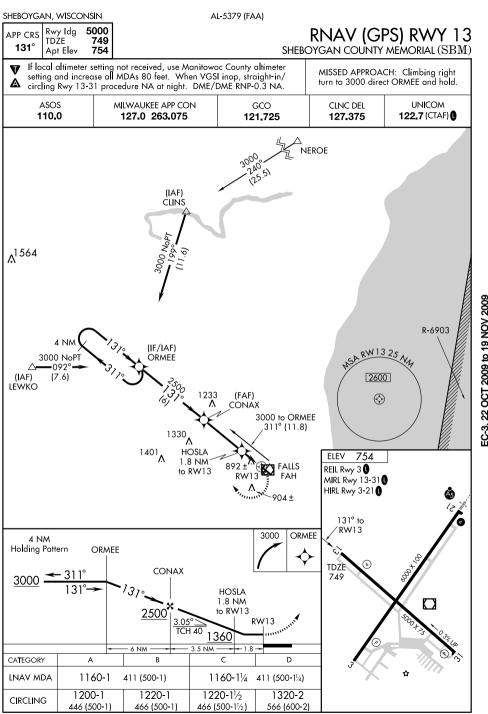




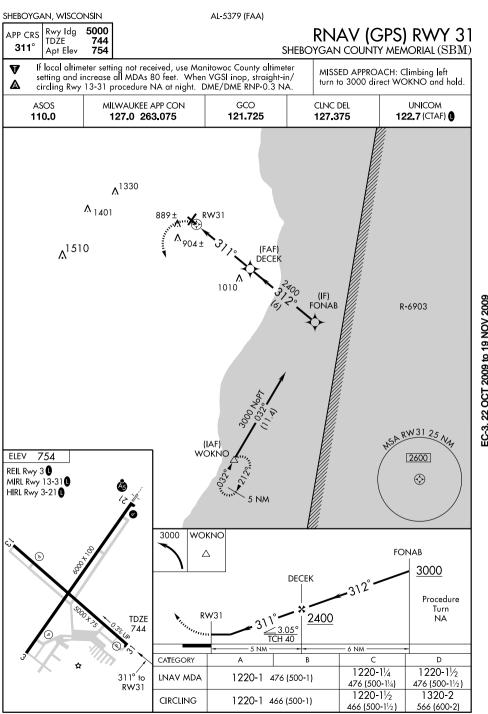


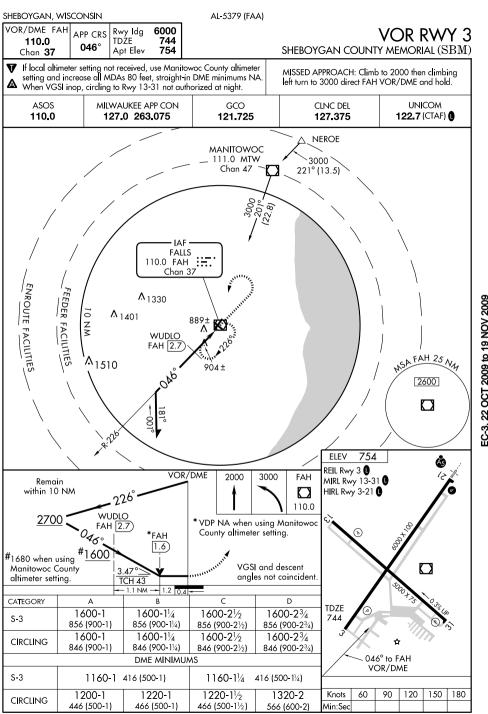


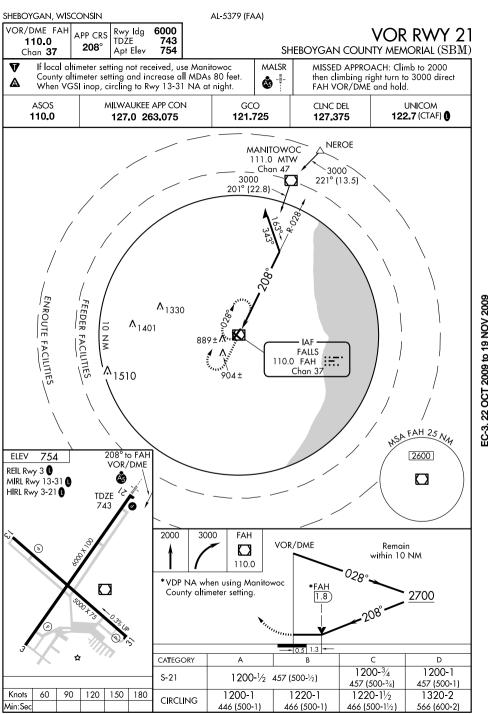


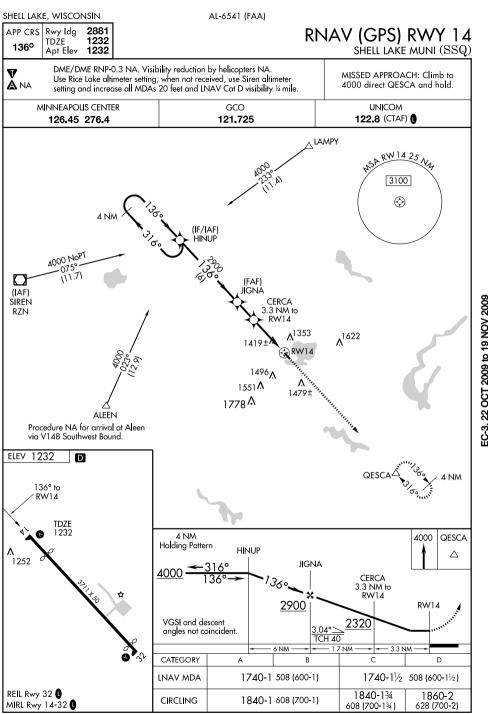


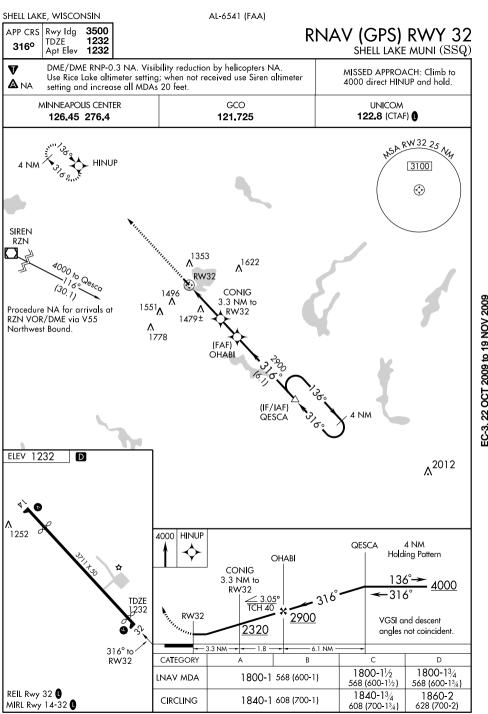
SHEBOYGAN, WISCONS	SIN		AL-5379 (FAA)			
WAAS CH 65904 APP CRS 217° AJA API Elev 754 SHEBOYGAN COUNTY MEMORIAL (CPS) RW						PS) RWY 21 MEMORIAL (SBM)
If local altimeter setting not received, use Manitowoc County altimeter setting and increase all DAs 67 feet/MDAs 80 feet. When VGSI inop, circling Rwy 13-31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 11½. Baro-VNAV NA when using Manitowoc County altimeter setting. MALSR Climb to 3000 d TORRU and hold DME/DME RNP-0.3 NA. VDP NA when using Manitowoc County altimeter setting.						
ASOS 110.0	MILWAUKEE 127.0 2				375	UNICOM 122.7 (CTAF) (
LEWKO Procedure NA for ar LEWKO via V217 Sc	64	(IAF) CLINS 1330 1401 A RW 88	(FAF) (S A) (S A)	3000 NoPT 204° (23.9) 5 NM 5 NM 3000 to JADN 036° (12.1)	(IAF) NERO	
ELEV 754 REIL Rwy 3	217° to RW21	3000 TORR		RNAV glidepath lent.	JADNI	5 NM Holding Pattern
\$ 6 S	TDZE (2) 743	*LNAV only	*1.2 NM to RW21	217	03	37°→ 17° 3000
	/	RV.		<u>2600</u>		GS 3.00° TCH 55
		CATEGORY	1.2 NM - 4.4 NM A	B B	C	D
LPV DA					323 (400-1/2)	
(NAV) DA 1210-11/4 467 (500-1/4))
3	(C) (S)	LNAV MDA	1160-1/2	417 (500-½)	1160-3/ 417 (500-	
*		CIRCLING	1200-1 446 (500-1)	1220-1 466 (500-1)	1220-1	/2 1320-2

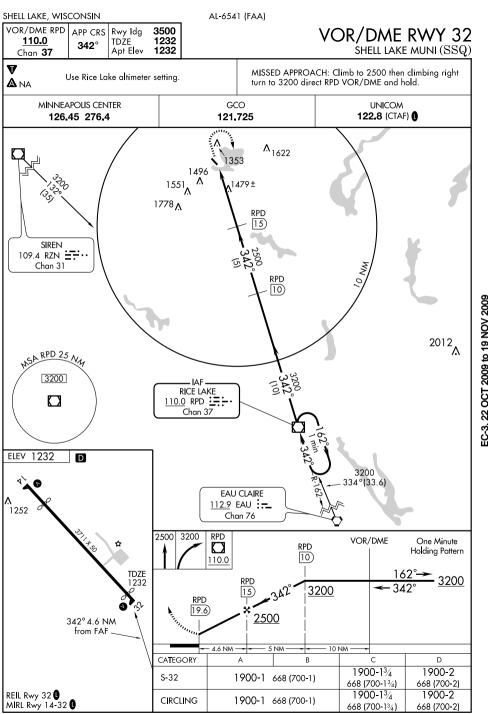




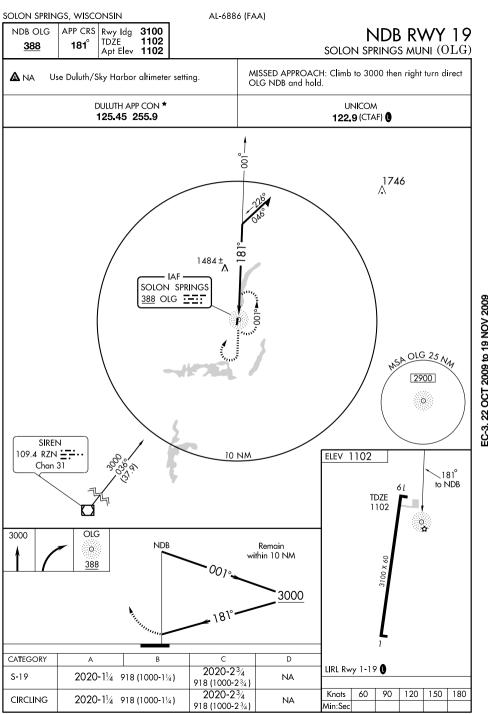


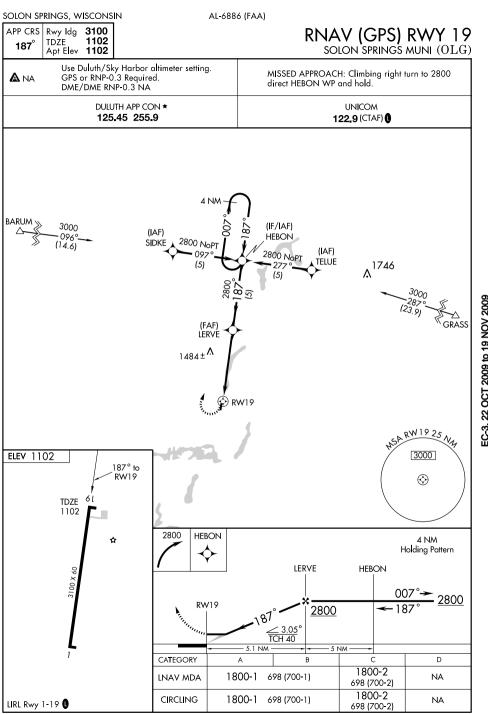


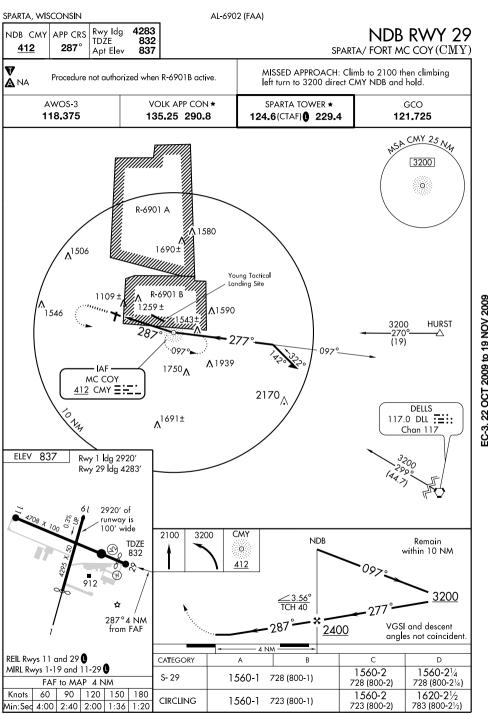


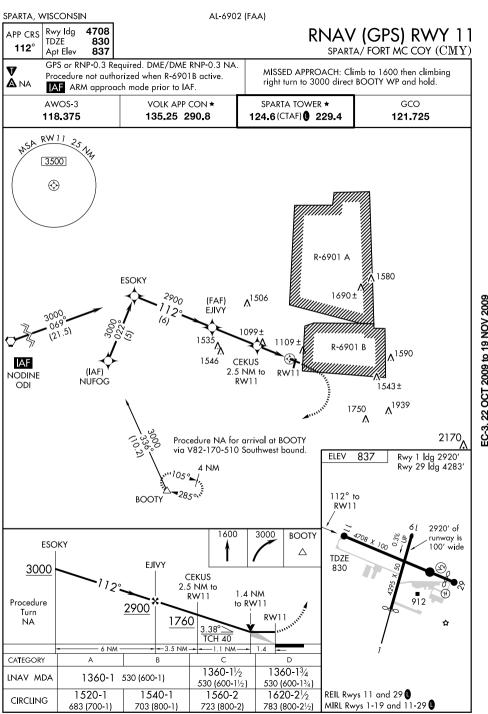


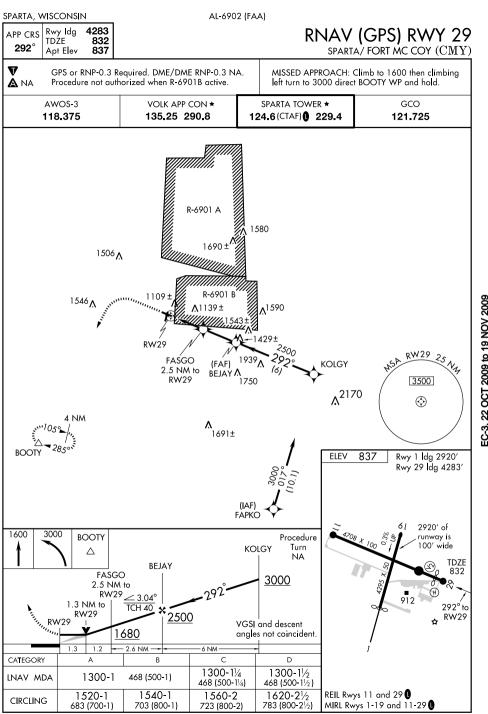
SIREN, WISCONSIN AL-6889 (FAA) VOR/DME RZN Rwy Idg 3900 VOR or GPS RWY 4 APP CRS 109.4 TDŹE 989 051° SIREN/BURNETT COUNTY(RZN) 989 Apt Elev Chan 31 Obtain a local altimeter setting on CTAF; when not MISSED APPROACH: Climbing right turn to 2800 in \mathbf{A} na received, use Cambridge, MN altimeter settina. RZN VOR/DME holding pattern. AWOS-3 MINNEAPOLIS CENTER UNICOM 122.8 (CTAF) (118.325 121.05 397.9 NSA RZN 25 Ny 2800 IAF SIREN 109.4 RZN =: Chan 31 1505 ∧_{1186±} EC-3 22 OCT 2009 to 19 NOV 2009 1281 R.731 ¹⁷⁷⁸∧ 10 NM 989 ELEV 2800 RZN VOR/DME Remain within 10 NM 109.4 231 (IJJUR) 2800 1139 0519 4 NM D CATEGORY Α 1620-13/4 1620-2 1620-1 S-4 631 (700-1) 631 (700-134) 631 (700-2) 051° to 1620-2 1620-134 VOR/DME **CIRCLING** 1620-1 631 (700-1) 631 (700-134) 631 (700-2) REIL Rwys 4, 13, 22 and 310 CAMBRIDGE, MN ALTIMETER SETTING MINIMUMS MIRL Rwys 4-22 and 13-31 1720-21/4 1720-2 S-4 1720-1 731 (800-1) 731 (800-2) 731 (800-21/4) Knots 60 90 120 150 180 1720-2 1720-2 1/4 CIRCLING 1720-1 731 (800-1) Min:Sec 731 (800-2) 731 (800-21/4)

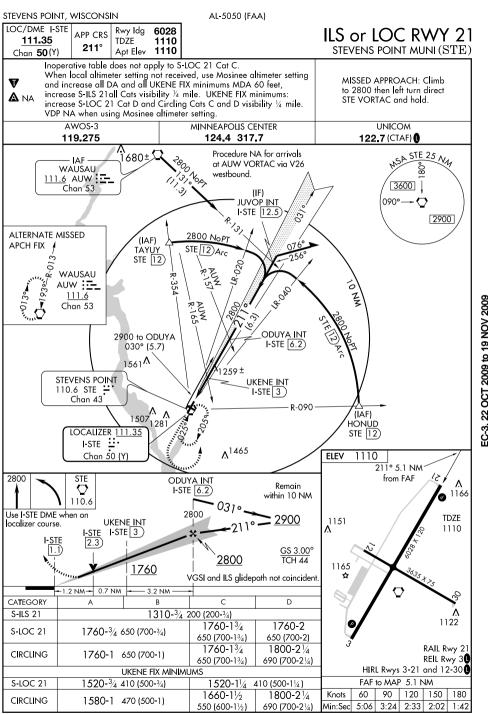


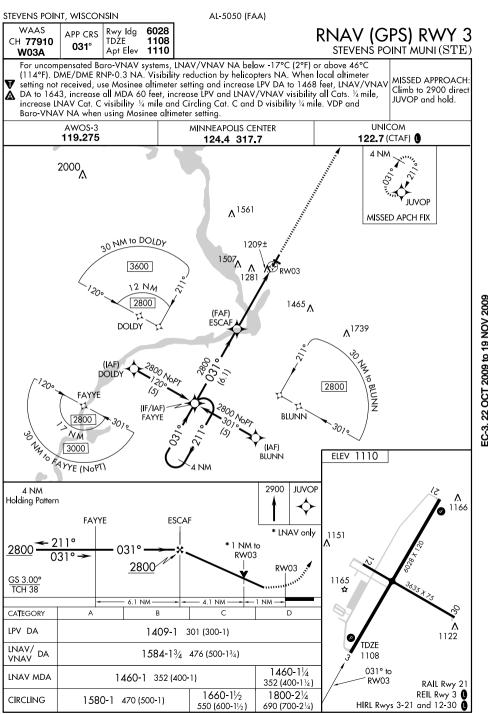


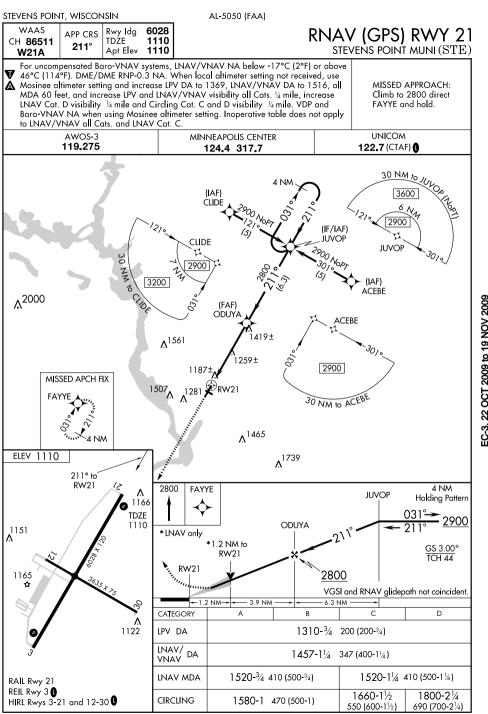


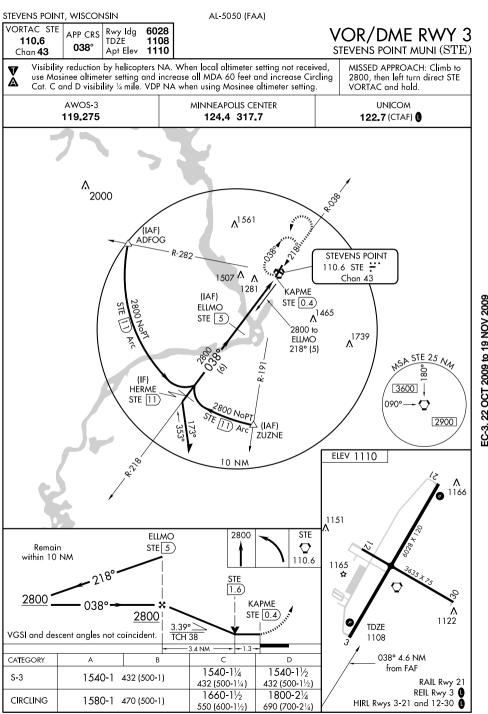


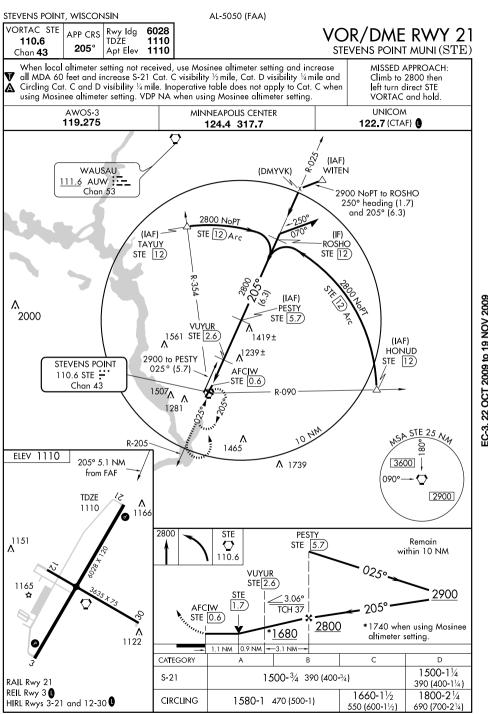


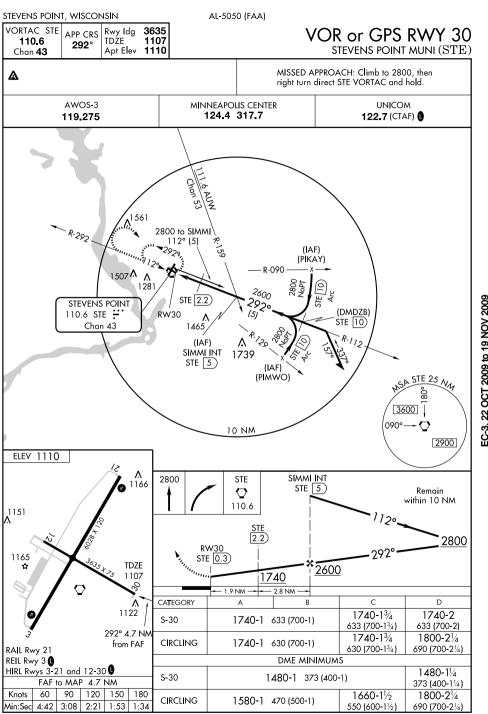


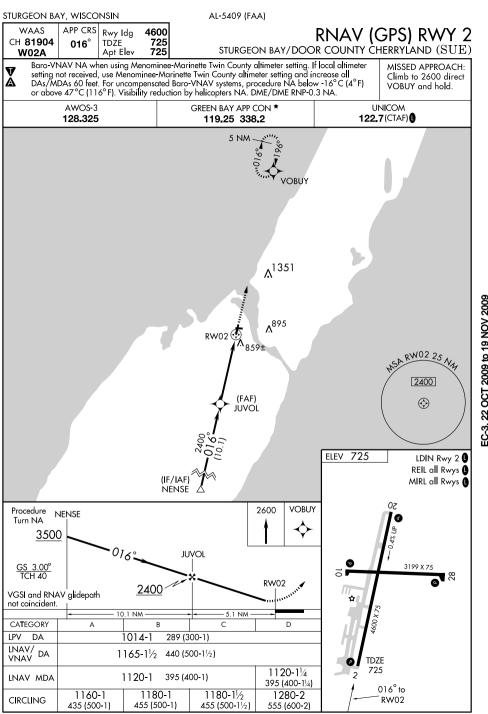


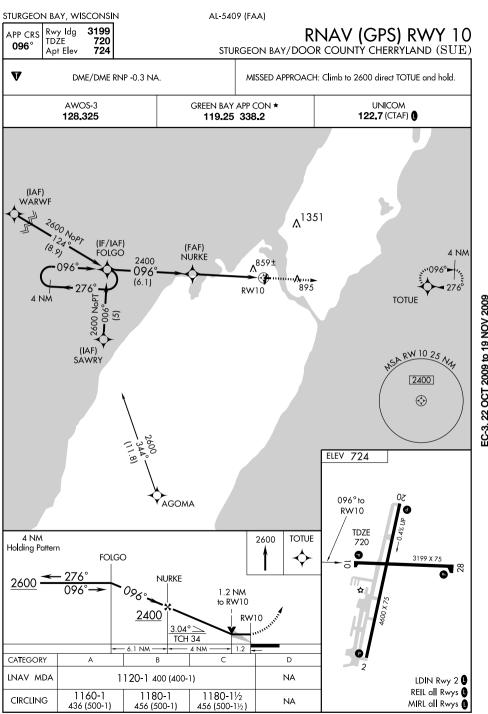


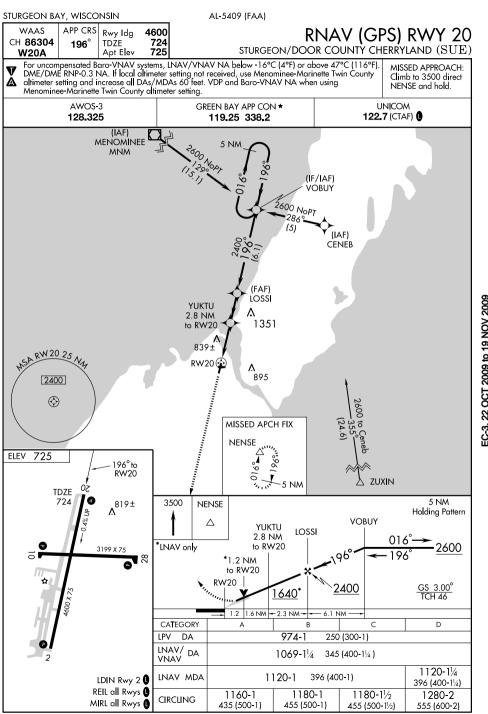


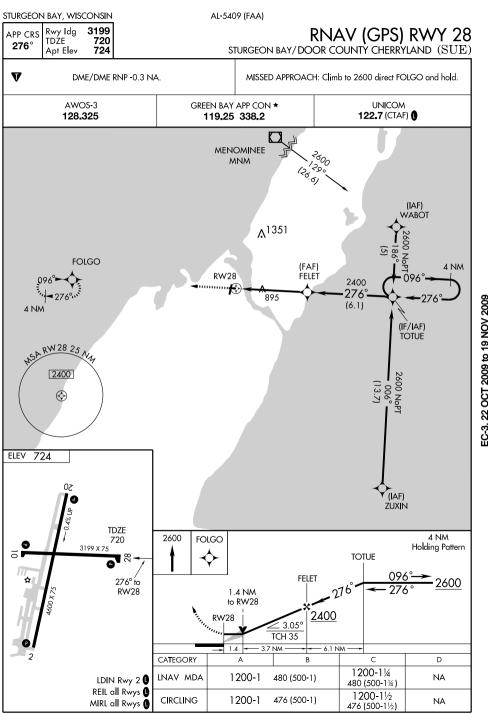


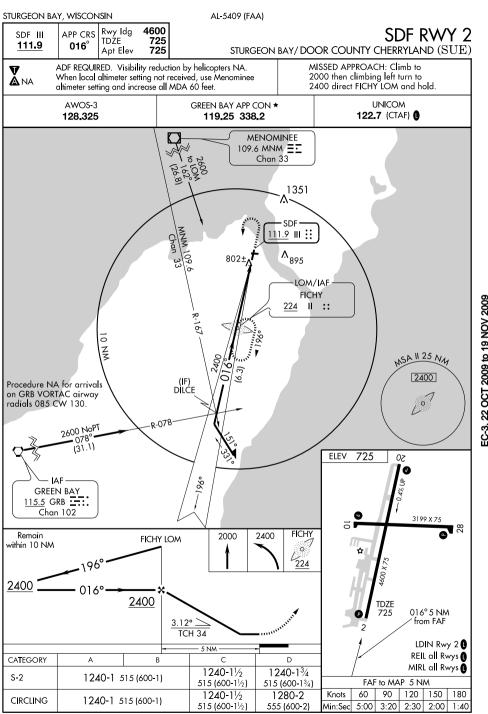


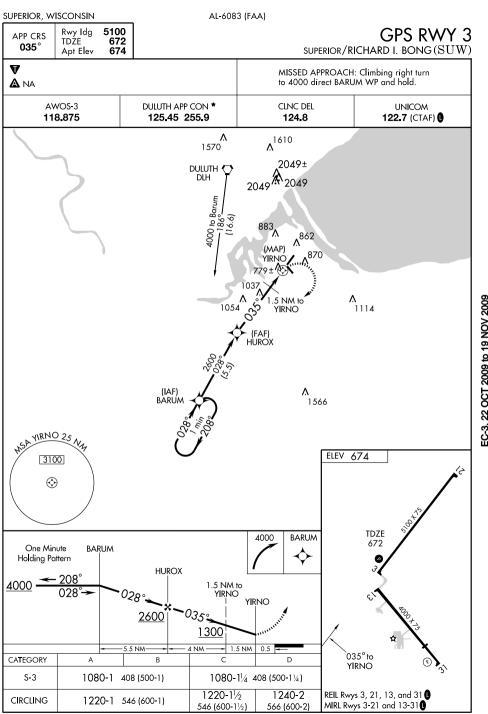




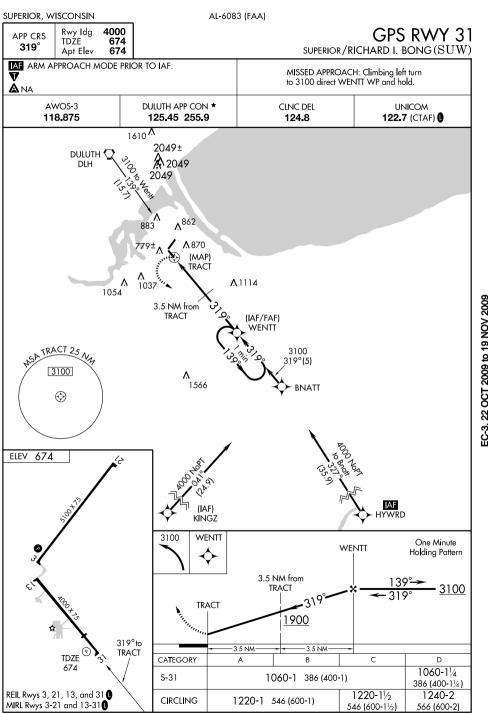


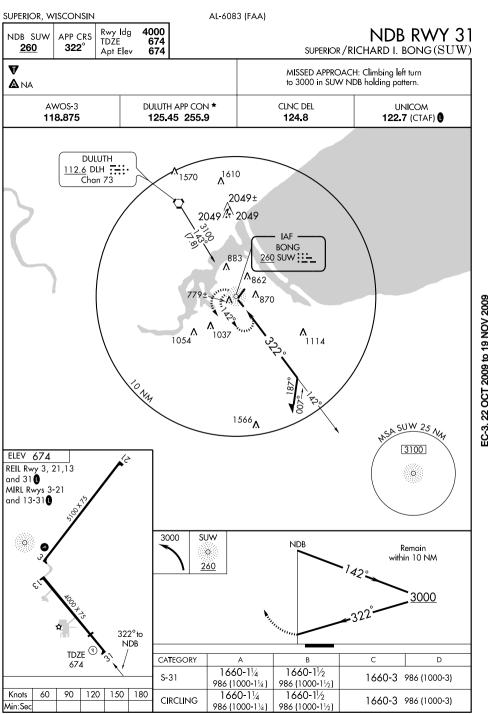


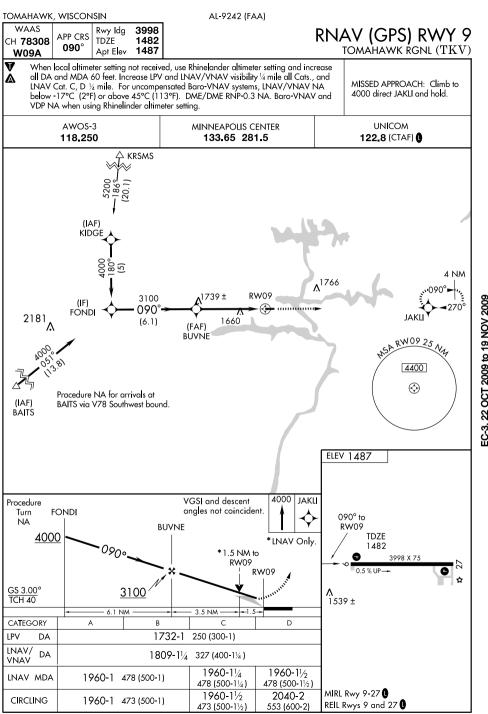


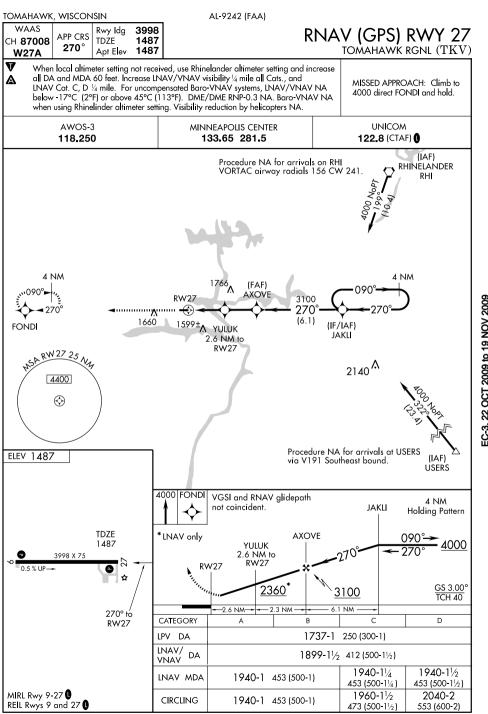


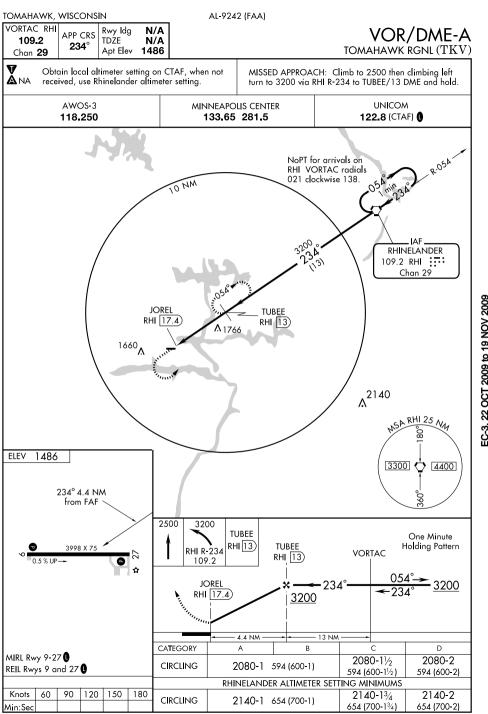
SUPERIOR, WISCONSIN AL-6083 (FAA) Rwy Idg 4000 GPS RWY 13 APP CRS TDŹE 674 139° Apt Elev SUPERIOR/RICHARD I. BONG (SUW) 674 V MISSED APPROACH: Climb to 3100 direct WENTT WP and hold. A NA AWOS-3 DULUTH APP CON ★ CLNC DEL UNICOM 124.8 118.875 125.45 255.9 122,7 (CTAF) (1570∧ **∧**1610 2049± (IAF/FAF) 2049 PROCT 2049 3 NM from **MMART** 3000 1 883 € 028°(5) Λ862 (MAP MMARTA **1**870 MIZOU 779± EC-3 22 OCT 2009 to 19 NOV 2009 **∧** 1037 Δ1114 1054 WENTT **∧** 1566 SAMMART 25 My 3100 ELEV 674 \bigcirc 139° to **MMART** 3100 WENTT **PROCT** One Minute Holding Pattern 3 NM from **MMART** 3000 39° 1390 MMART **TDZE** 1800 674 3 NM-3 NM-CATEGORY Α C S-13 1180-1 506 (600-1) 1180-1/2 506 (600-1/2) 1220-1/2 1240-2 REIL Rwys 3, 21, 13, and 31 CIRCLING 1220-1 546 (600-1) 546 (600-11/2) MIRL Rwys 3-21 and 13-31 566 (600-2)

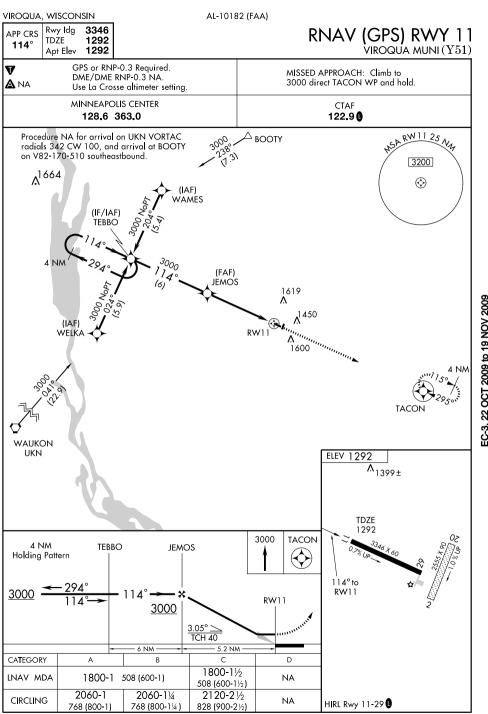


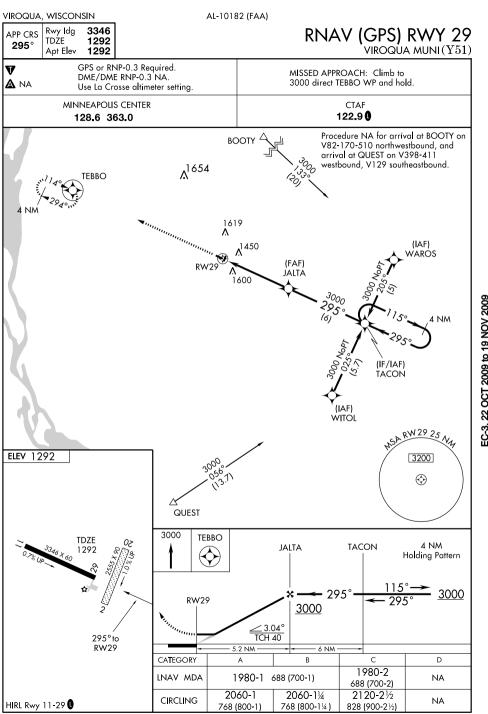


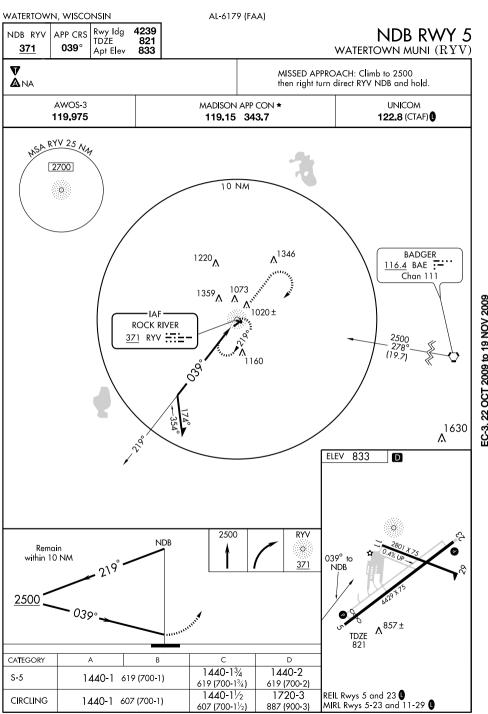


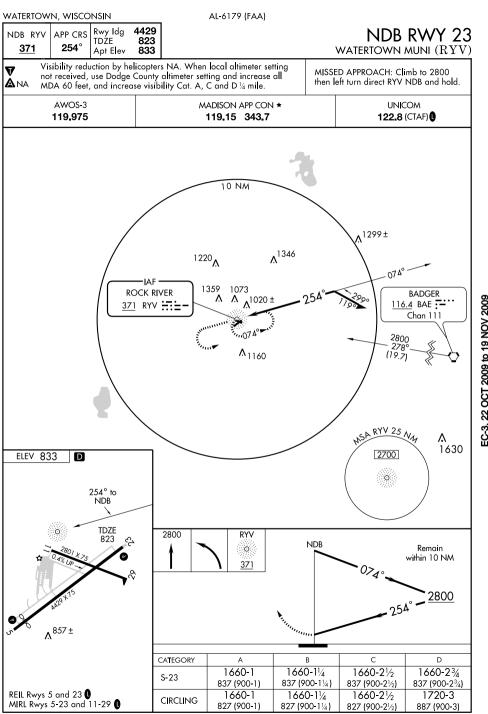


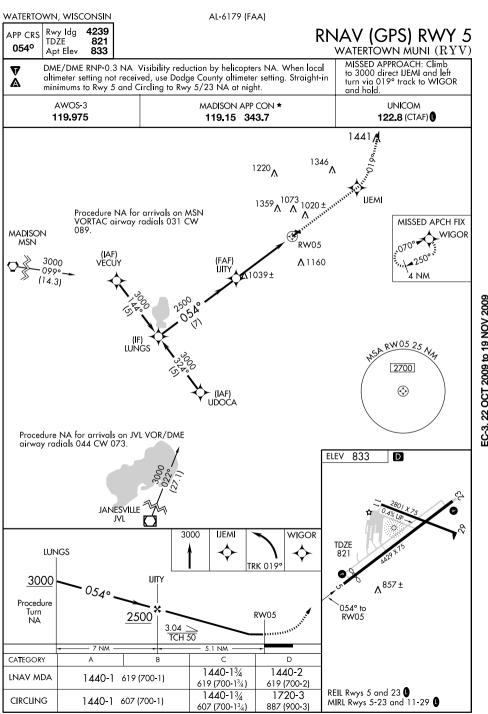






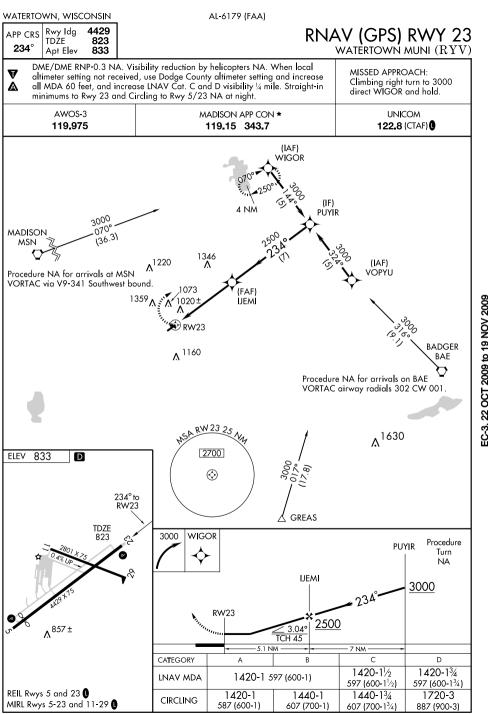


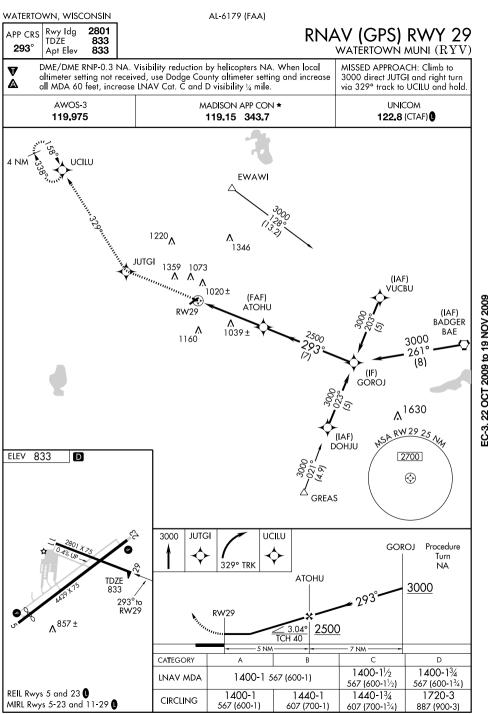


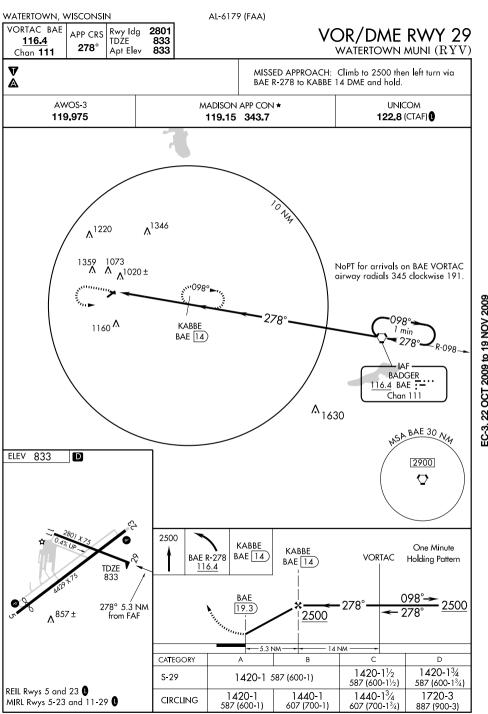


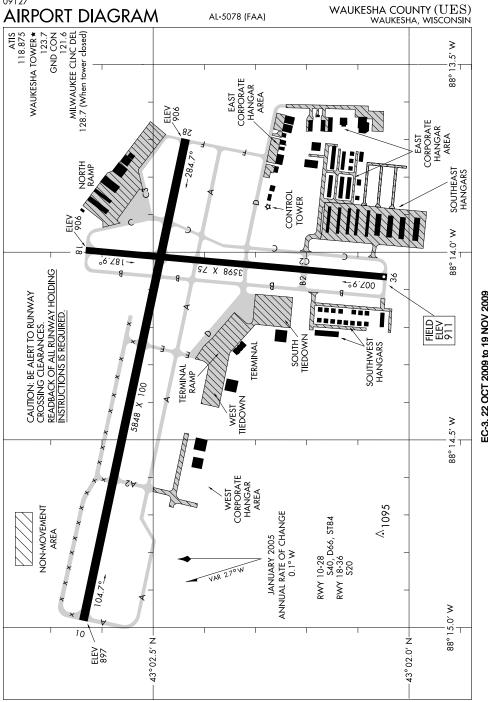
WATERTOWN, WISCONSIN AL-6179 (FAA) Rwy Ida APP CRS RNAV (GPS) RWY 11 TDŹE 833 113° WATERTOWN MUNI (RYV) 833 Apt Elev DME/DME RNP-0.3 NA When local altimeter setting not received, use Dodge V MISSED APPROACH: Climbing County altimeter setting and increase all MDA 60 feet, increase LNAV visibility Α left turn to 3000 direct UCILU Cat. C and D ¼ mile, increase Circling visibility Cat. C¼ mile. VDP NA when and hold. using Dodge County altimeter setting. Circling to Rwy 5/23 NA at night. AWOS-3 MADISON APP CON ★ UNICOM 119.975 119 15 343 7 122.8 (CTAF) 0 RANDO Procedure NA for arrivals at RANDO via V170 Northwest bound. (IAF) ŮCILÚ Δ1495 (IF) WULUS ۸¹³⁴⁶ 1220_A Procedure NA for arrivals on MSN VORTAC airway radials 031 CW 089. 1359/ (FAF) JUTGI 020 ± 3000 RW11 085° (14)TÒVÝU Λ₁₁₆₀ MADISON MSN RW11 25 Ny **JANESVILLE** JVL Procedure NA for arrivals at JVL VOR/DME via V63 Southwest bound. 2700 **ELEV** 833 D**(** 113° to RW11 TDZE 3000 UCILU 833 WUILIS JUTGI 3000 2.4 NM to RW11 Procedure 2500 RW11 Turn Λ^{857 ±} NA 3.04 TCH 40 2.4 NM 2.7 NM 7 NM CATEGORY С D 1640-1 1640-11/4 1640-21/4 1640-21/2 LNAV MDA 807 (900-11/4) 807 (900-21/2) 807 (900-1) 807 (900-21/4) REIL Rwys 5 and 23 0 1640-11/4 1640-21/4 1720-3 1640-1 CIRCLING MIRL Rwys 5-23 and 11-29 1 807 (900-11/4) 807 (900-21/4) 887 (900-3) 807 (900-1)

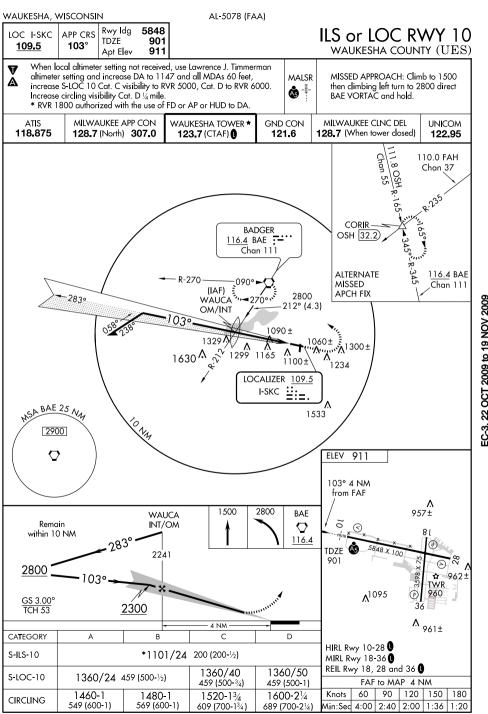
FC-3 22 OCT 2009 to 19 NOV 2009

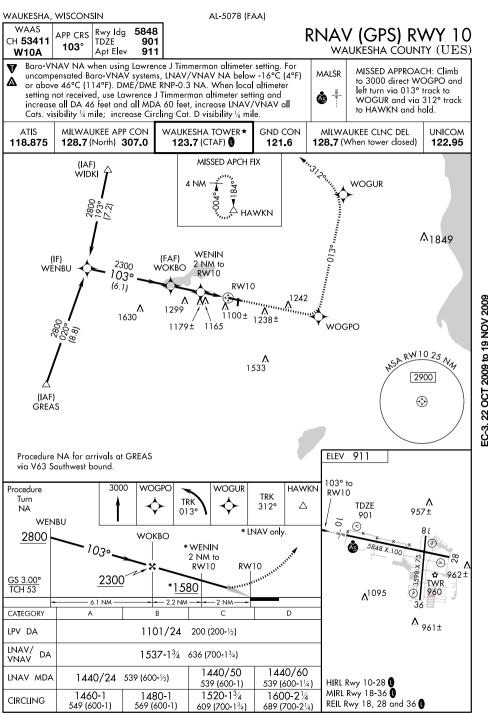


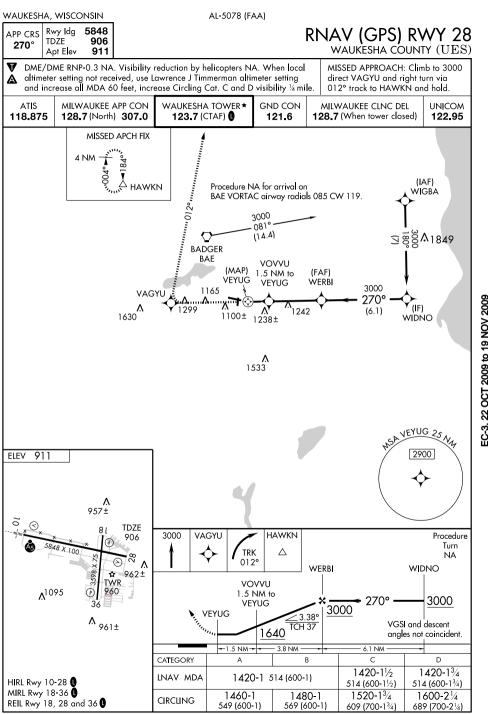










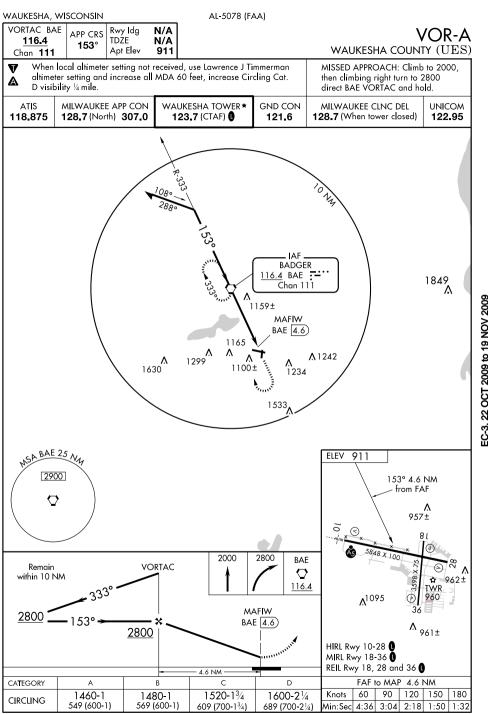


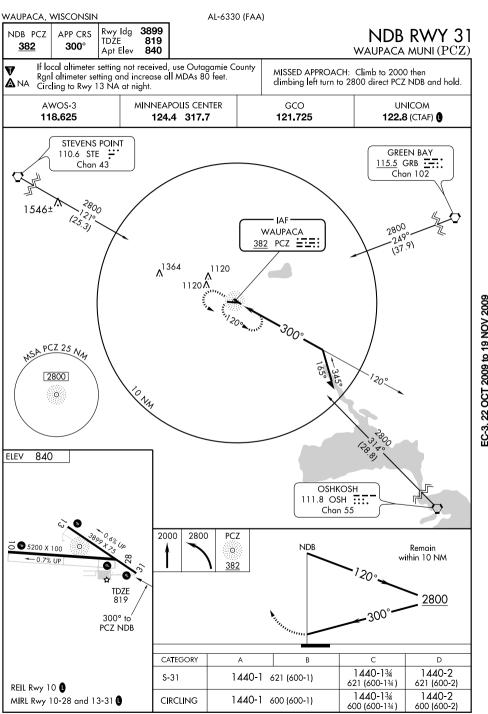
EC-3 22 OCT 2009 to 19 NOV 2009

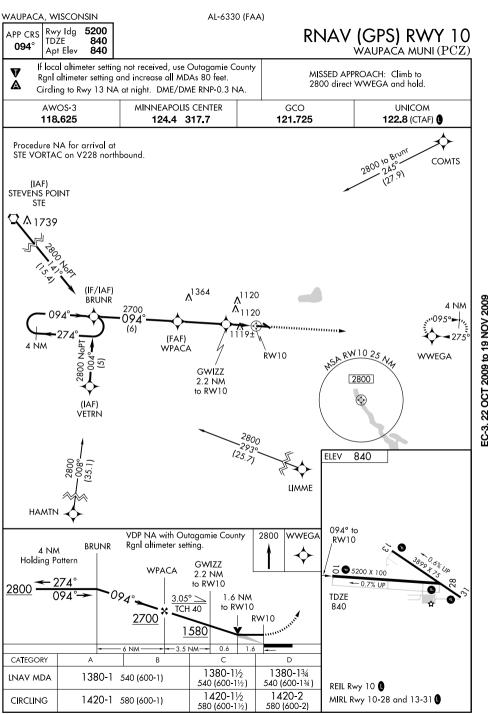
R-359 to VEENA INT. Thence....

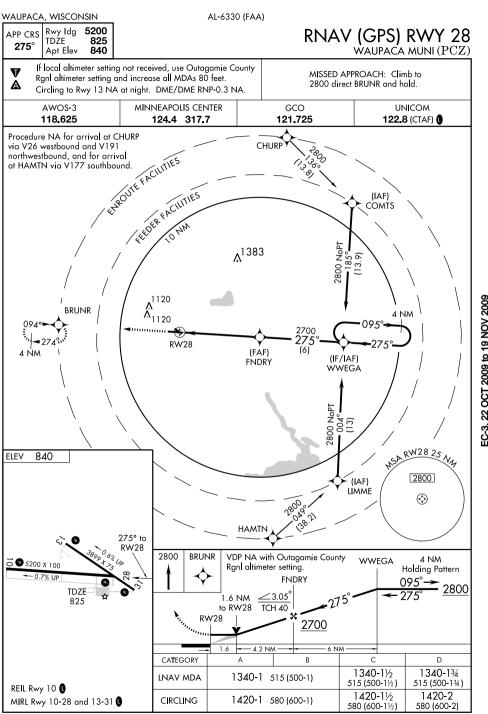
.... depart VEENA INT heading 050° for initial vector to final approach.

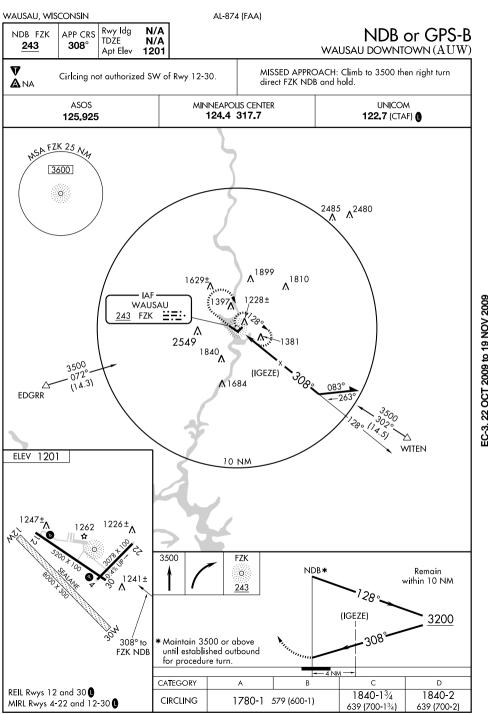
LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.











WAUSAU, WISCONSIN AL-874 (FAA) Rwy Ida 5200 RNAV (GPS) RWY 12 APP CRS TDŹE 1195 123° WAUSAU DOWNTOWN (A UW) Apt Elev 1201 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling MISSED APPROACH: Climb to V NA Southwest of Rwy 12-30. When local altimeter setting not received, 3000 direct AVOKE and via use Mosinee altimeter setting and increase all MDAs 40 feet and LNAV A 120° track to WITEN and hold. visibility Cat. C ¼mile, and Circling visibility Cats. C and D ¼mile. ASOS UNICOM MINNEAPOLIS CENTER 124.4 317.7 122.7 (CTAF) 0 125.925 SA RW 12 25 Ny ZUPIG 3600 3600 -253°-(11.7) (IAF) GELDE **(** Λ Λ²⁴⁸⁰ (IF/IAF) FALET (FAF) HAKMO ۸¹⁸⁹⁹ **∧**1810 ^¹⁶²⁹ (IAF) DEKNE ∧¹³⁹⁷ **JALER** Λ1220 Λιοκι, Δ1381 3 NM to RW12 2549 1840_A Juni 20 mining 1684 AVOKE **EDGRR** 1201 **ELEV** WITEN 123° to RW12 TDZE 1195 1247± 1226± 1262 4 NM 3000 AVOKE WITEN TRK Holding Pattern Δ 120° **FALET** HAKMO 3600 **JALER** 3 NM to RW12 3000 **RW12** 2200 2.5 NM · 3 NM 6.2 NM CATEGORY Α 1660-11/4 1660-11/2 LNAV MDA 1660-1 465 (500-1) 465 (500-11/4) 465 (500-11/2) REIL Rwys 12 and 30 🕕 1840-13/4 1840-2 CIRCLING 1840-1 639 (700-1) MIRL Rwys 4-22 and 12-30 0 639 (700-134) 639 (700-2)

FC-3 22 OCT 2009 to 19 NOV 2009

WAUSAU, WISCO	ONSIN			AL-87	4 (FAA)			
VORTAC AUW 111.6 Chan 53	APP CRS 339°	Rwy Idg TDZE Apt Elev	N/A N/A 1201			W	VOR C	or GPS-A
T Circling n	ot authoriz	ed southwe	it of Runway 1	2-30.			Climb to 2000 via Al 8000 direct AUW VC	
ASOS 125.925			м	MINNEAPOLIS CENTER 124.4 317.7			UNICOM 122.7 (CTAF) (
fro REIL Rwys 12 and	1262	(IA) (PAH R-271-x R-271-x R-271-x R-271-x R-271-x	1629± \(\) 2549 \(\Lambda \) 1844 F) BA) 168 STEVEN 110.6 S Chc	Mosinee/Ce Wisconsi	7 8± (MAH 1381 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	VORTAC	(IAF) PAFDE) X = R-104 FEEN) V 7	JW 25 My 3600 P
	map 4.8 N 0 120	\	CATEGORY		4.8 A	B 30 (700 1)	C 1840-1 ³ / ₄	D 1840-2
Min:Sec 4:48 3	:12 2:24	1:55 1:36	CIRCLING		1840-1	37 (100-1)	639 (700-134)	639 (700-2)

